

Bicycle and Pedestrian School Safety Review Study: Assessment & Implementation Report



Southwestern Middle School

DeLand, FL



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**Volusia County Transportation Planning Organization
Bicycle and Pedestrian School Safety Review Study**

**Assessment & Implementation Report
Southwestern Middle
DeLand, Florida**

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EXECUTIVE SUMMARY

Lassiter Transportation Group, Inc. (LTG) was contracted by the Volusia County Transportation Planning Organization (TPO) to prepare an Assessment Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. The Assessment Report for the Bicycle and Pedestrian School Safety Review Study will aid the Volusia County TPO in making recommendations for projects that will improve conditions within the walk zones for these schools, and potentially make walking and biking to school a more attractive mode of transportation for students. The subject of this Assessment Report is Southwestern Middle School. Evaluation of the walk zone for Southwestern Middle School has resulted in recommendations for sidewalk improvements as follows:

- Install sidewalk on the southern side of Euclid Avenue from Woodward Avenue to SR 15A (2,650 ft.)
- Install sidewalk on southern side of Beresford Avenue from Woodward Avenue to Spring Garden Avenue (2,650 ft.)
- Install sidewalk on west side of Adelle Avenue from Wisconsin Avenue to SR 44 (1,300 ft.) and from Beresford Avenue to Taylor Road (5,470 ft.)
- Install sidewalk on southern side of New Hampshire Avenue from current termination near Stone Street to Wilson Avenue (600 ft.) and on northern side from current termination near Wilson Street to Adelle Avenue (670 ft.)

Purpose

The purpose of this study is to improve the environment for students to walk or bicycle to school. The goal for the assessment phase of the Bicycle and Pedestrian School Safety Review Study is to provide the Volusia County TPO with a comprehensive study that will delineate each of the listed school's concerns, document the observed pedestrian and bicycle circulation routes adjacent to the school sites, and then make recommendations for improvements. The assessment examines the walk zone surrounding the school to evaluate safety issues that may affect students walking or bicycling to school.

The U.S. Department of Health and Human Services Center for Disease Control (CDC) and Prevention has determined that students are not as active as they were 10 years ago when physical activity was incorporated into each student's schedule (KidsWalk-to-School, CDC). This has caused the percentage of overweight students from ages six to eleven years to double over the past 30 years. The CDC has determined that the following are benefits associated with students who walk or ride their bicycle to school.

- Increased practice of safe bicycle, pedestrian, and traffic skills
- Knowledge of their environment
- Improved childhood health
- Improved sense of self-image and autonomy
- Reduced childhood obesity
- Conducive to a healthy social and emotional development
- More alert students who do better in school
- Increased likelihood that students will grow up to lead a healthy lifestyle

The Safe Routes to School (SRTS) program and the CDC went on to say that not only does a safe walking and bicycling environment benefit students, but it also benefits the community in the following ways:

- Decline in the congestion on the roads
- Decreased opportunities for traffic accidents
- Improved air quality
- Improved community security
- Reduced fuel consumption
- Enhanced community accessibility
- Increased community involvement
- Improved partnerships among schools, parents, community groups, and the local government leaders

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INTRODUCTION

LTG has been retained to conduct an Assessment Report for Southwestern Middle School as part of a Bicycle and Pedestrian School Safety Review Study for the Volusia County TPO. Southwestern Middle School is located at 605 W. New Hampshire Avenue, in the City of DeLand, Florida. A school location map, that also illustrates the walk zone of the school, is presented as Figure 1.

Background on Southwestern Middle School

The campus of Southwestern Middle School was originally constructed in 1969. The school then went through a series of changes to the grade level format before becoming a Middle School in 1988. The Principal of Southwestern Middle School, since 2003, is Ms. Mamie Oatis.

Southwestern Middle School is a Five Star School. For the past sixteen years the Five Star School Award has been the highest award for exemplary community involvement bestowed by the Florida Department of Education. To qualify for this award, a school must achieve and document 100% of 29 criteria in the categories of business partnership, family involvement, volunteers, student community service, and school advisory councils.

The following information on Southwestern Middle has been provided by Principal Oatis:

- **Number of Volusia County Buses in Use:** 8
- **Percentage of Walkers:**
Approximately 2%-5%
- **Crossing Guard Location:** SR15A/
New Hampshire Avenue
- **Student Population:** 643 Students

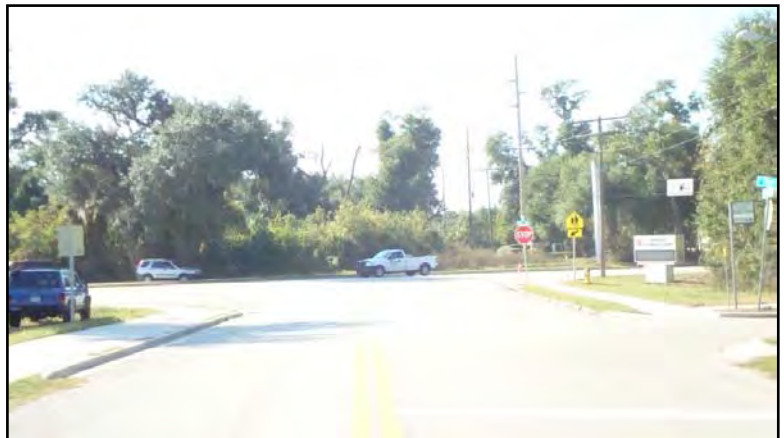
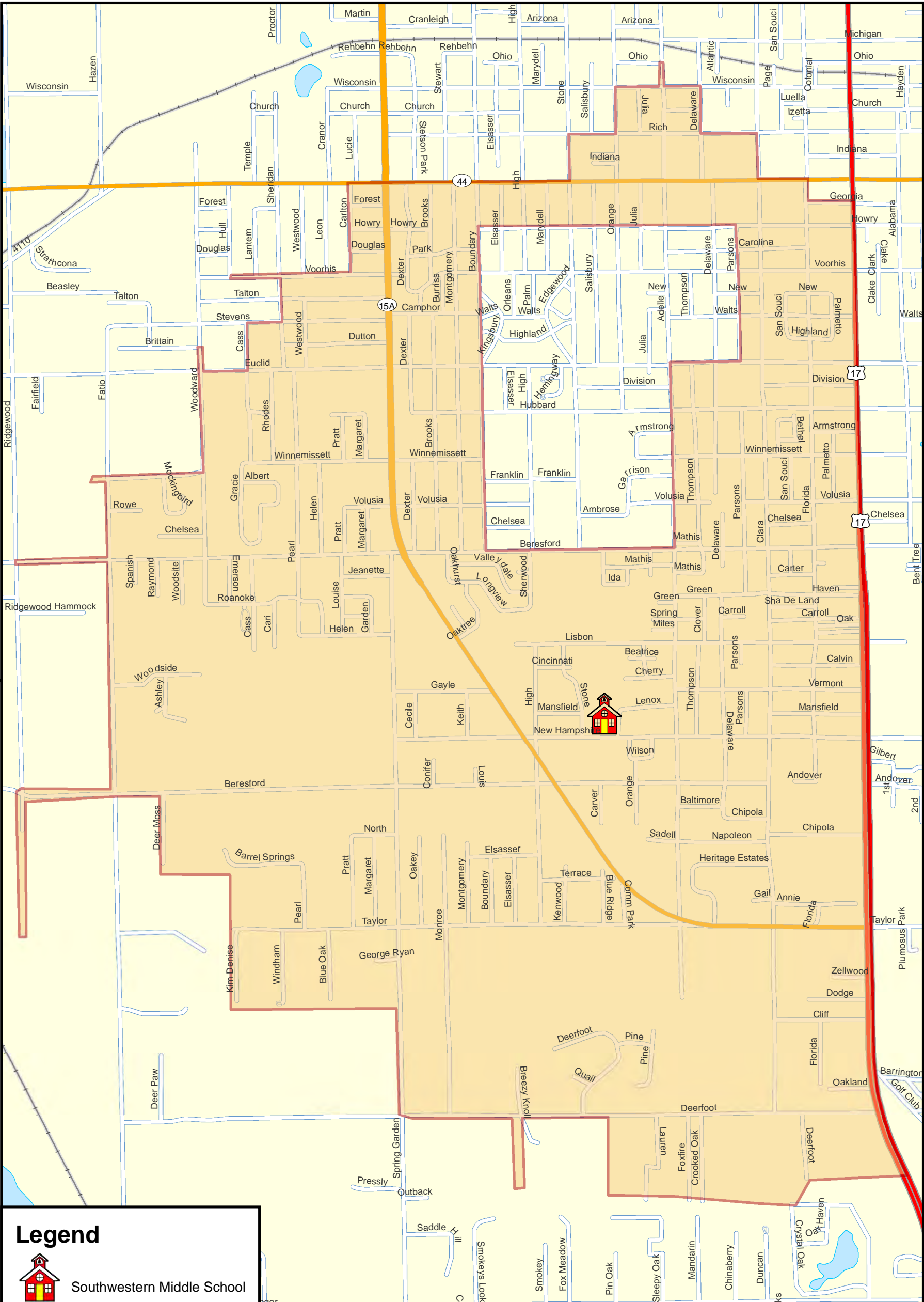


Illustration 1: Crossing Guard Location



<h2>Southwestern Middle School</h2> <h3>Bicycle and Pedestrian School Safety Review Study</h3> <p>Bicycle and Pedestrian School Safety Review Study</p>			
<h1>School Walk Zone</h1>			

- **Location and Description of Access Points** (an aerial of the school with these locations highlighted has been attached as Figure 2):

- Easternmost, multi-purpose driveway on New Hampshire Avenue, which provides access to Visitor and Staff Parking Lot, and parent loop.
- Two middle driveways on New Hampshire Avenue provide few visitor parking spots and access to Administrative building.



Illustration 2: Easternmost Driveway on New Hampshire Avenue

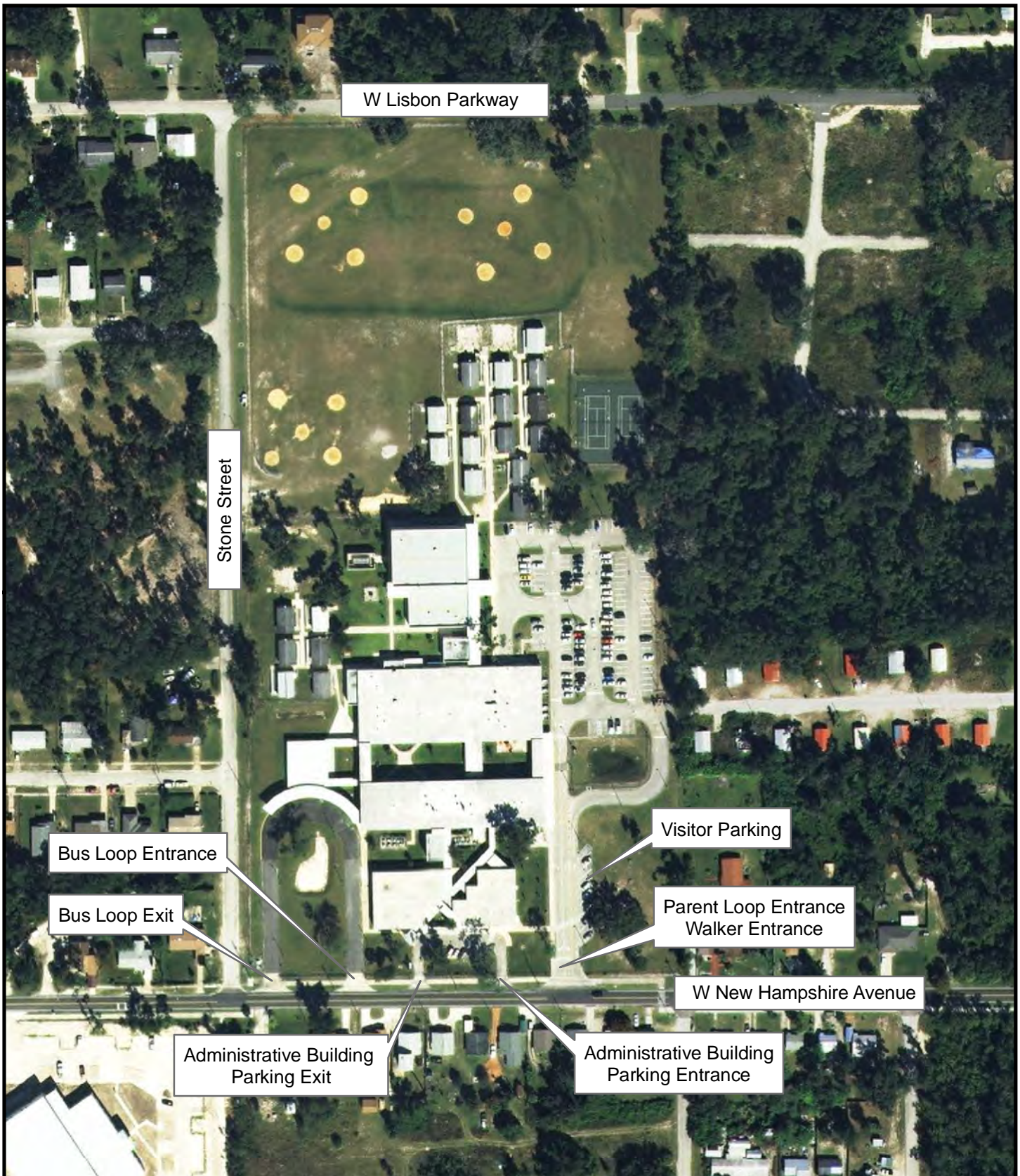


Illustration 3: Bus Loop Entrance and Parent Loop Exit

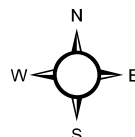
- Two westernmost driveways on New Hampshire Avenue provide entrance and exit for bus loop.

Illustration 4: Bus Loop Exit on New Hampshire Avenue





Southwestern Middle School
Bicycle and Pedestrian School Safety Review Study
 Orange City, Florida



Aerial of School

Figure: 2



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EXISTING CONDITIONS

Southwestern Middle School is located at 605 W. New Hampshire Avenue, in the City of DeLand. New Hampshire Avenue is a Volusia County urban arterial with a posted speed limit of 30 mph (except during the school arrival and dismissal time through the school zone, when the speed limit is 15 mph), throughout the Southwestern Middle School walk zone. It should be noted that Southwestern Middle School is one of only two middle schools in Volusia County that is served by Crossing Guards. The Crossing Guards are stationed at the SR 15A/New Hampshire Boulevard intersection during school arrival and dismissal time. It should be noted that the speed limit on SR 15 A at this location is 45 mph, except during the school arrival and dismissal time when the overhead flashing signal indicates a 25 mph speed limit.

School Walk Zone

The Southwestern Middle School walk zone is (loosely) bound by Wisconsin Avenue to the north, Ridgewood Avenue to the West, US 17/92 to the east, and just south of Deerfoot Avenue, at its southernmost point. The following Volusia County Schools are also located within these limits:

- Woodward Avenue Elementary School
- DeLand Middle School
- Starke Elementary School

The school is located within a predominantly residential area and the zone is served by a network of local streets. The zone is not impacted by transit, as the closest Volusia County transit route is along Woodland Boulevard (the eastern limit of the attendance zone). There is one retention pond located within the zone to the north of Vermont Avenue, west of Woodland Boulevard. Figure 3 shows the approximate location of the other schools and retention pond, as well as the crash locations to be discussed below. The locations of traffic signals are also indicated.

Crash Data

Pedestrian and bicycle crash data for Southwestern Middle School's walk zone was obtained from Volusia County and is presented in Table 1. The data in Table 1 was generated based on the following guidelines:

- Data was collected during the timeframes of 8:15 a.m.- 9:15 a.m. and 3:15 p.m.- 4:15 p.m. on Mondays, Tuesdays, Thursdays, and Fridays
- Data was collected during the timeframes of 8:15 a.m.- 9:15 a.m. and 2:15 p.m.- 3:15 p.m. on Wednesdays
- Data was collected within the walk zone of the school
- Crashes occurring within the last three years

Table 1
Bicycle and Pedestrian Crash Data for Southwestern Middle School
Southwestern Middle School Assessment Study

DATE	ACCIDENT INTERSECTION	BICYCLE/PEDESTRIAN INVOLVMENT	DAY/NIGHT	AGE OF CYCLIST/PEDESTRIAN
10/31/2007	US HWY 17-92 WOODLAND BLVD S @ CR 4114 NEW HAMPSHIRE	COLL. W/ PEDESTRIAN	DAYLIGHT	13
5/9/2008	SR 44 NEW YORK AV W @ BOUNDARY AV S	COLL. W/ BICYCLE	DAYLIGHT	13
10/3/2008	CR 4127 SPRING GARDEN AV S @ HELEN DR	COLL. W/ BICYCLE	DAYLIGHT	13
11/3/2009	SR 15A SPRING GARDEN AV S @ CR 4108 EUCLID AV W	COLL. W/ BICYCLE	DAYLIGHT	13

Data collected for this table is attached as Appendix A. The crash data shows that within the walk zone, there were three bicycle related accidents and one pedestrian collision. All of the accidents listed above involve middle-school aged children and, it should be noted that the accident involving the pedestrian resulted in a fatality. The details of this accident, which state that two students attempted to run across Woodland Boulevard against the signal, indicate that some form of pedestrian control at this location via a Crossing Guard or a pedestrian signal as well as increased Bicycle and Pedestrian safety education may prevent similar occurrences. It should be noted that a pedestrian signal is present at the Woodland Boulevard/New Hampshire Boulevard intersection, where the fatality occurred, under existing conditions.

The details of the other accidents indicate that driver awareness of pedestrians within the walk zone needs improvement.

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MEETINGS

A meeting was held at Southwestern Middle School on October 5, 2010. This meeting, along with questionnaires which were produced by LTG and completed by both Principal Oatis and Crossing Guard Supervisor Bea Leatherman, assisted in identifying matters of concern within the school walk zone (see completed questionnaires as well as initial letters sent to establish this meeting in Appendix B).

Meeting Summary

Most prevalent among the concerns discussed in the meeting, as expressed by the Principal, is the absence of a sidewalk along the southern edge of New Hampshire Avenue adjacent to school property.

Other concerns pointed out by Principal Oatis or CG Supervisor Leatherman are as follows:

- Despite the presence of No Parking Signs, which were placed by the school staff, parents park along the shoulder of New Hampshire Avenue to wait for students instead of using the parent loop.
- Parents will often park along nearby side streets (such as Adelle Avenue) and have students walk to meet them and be picked up.
- Overgrown brushes and trees at the intersection of Adelle Avenue/New Hampshire Avenue inhibit visibility for students needing to cross the road.

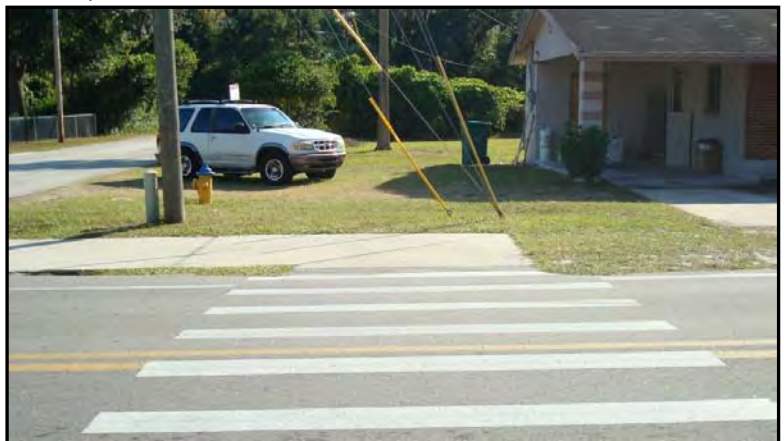


Illustration 5: Place where sidewalk is discontinued on the southern side of New Hampshire Avenue adjacent to School Property



Illustration 6: Parent vehicle standing along Stone Street to await a student

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FINDINGS AND RECOMMENDATIONS

This section of the report includes data collected during the on-site and off-site investigative observations of Southwestern Middle School and its walk zone. Areas of interest identified in the meeting with and completed questionnaires from Principal Oatis and the Crossing Guard Supervisor, Ms. Leatherman were investigated, along with a thorough field review of conditions within the walk zone.

For the subject middle school, LTG has evaluated the safety of sidewalk features based on conditions that are deemed hazardous in the *Americans with Disabilities Act (ADA) of 1990 Guidelines*, the *Manual on Uniform Traffic Control Devices (MUTCD)*, the *Florida Department of Transportation (FDOT)*, and the *Federal Highway Administration (FHWA)*. The relevant excerpts are included in Appendices C and D.

On-Site Investigation - A.M. Observations

LTG visited Southwestern Middle School on Wednesday, November 17, 2010 during school arrival and dismissal time. Both periods were observed for an interval of 25 minutes before and after the bell, for a comprehensive view of all queuing, entering, and exiting patterns at different entry/exit points around the school as well as student walking and cycling practices at the supervised crosswalk and along the adjacent roadways. The following general information was gathered:

- Bicycles parked in bicycle rack: 25 (approximate)
- Number of skateboards: 0
- Number of helmets: 0
- Two school related flashing signals located on New Hampshire Avenue to the east and west of the school

Observation: LTG began the investigation by observing interaction between vehicular traffic and walkers in the vicinity of the parent-loop entrance on New Hampshire Avenue. During the a.m. observation, no conflicts were observed between walkers and vehicles. Students approaching the school from the east were seen to cross New Hampshire Avenue at the crosswalk location and no other mid-block crossings were noted.

Recommendations: No recommendation necessary.



Illustration 7: New Hampshire Avenue near parent loop entrance during student arrival time.

Observation: Parents were observed to drop children off near the visitor parking and complete turns in the parent-loop lanes to leave the school property, as opposed to using the parent loop.

Recommendations: The presence of the School Staff closer to the driveway during this period may deter parents from improper use of the parent loop lanes. Note that cones are already in place to discourage such improper turns.



Illustration 8: Parent-loop exit lanes and visitor parking spaces.

Observation: None of the observed bikers were wearing helmets.

Recommendations: This school may be a good candidate for the receipt of free bicycle helmets through programs headed by the Department of Health or the Sheriff's Office. Additionally, periodic helmet checks by the DeLand Police Department may increase helmet usage.

On-Site Investigations - P.M. Observations

Observation: School Administrators directed traffic at the entrance to the parent loop on New Hampshire Avenue. This was noted to be particularly helpful to parents needing to make a left-turn to travel east.

Recommendation: Occasional assistance from the DeLand Police Department, as well as continued administrative efforts would aid in maintaining efficient traffic operations along New Hampshire Avenue at the school driveway.

Off-Site Investigation

Observations: Parent vehicles were observed to park along the shoulder of New Hampshire Avenue in order to pick up students.

Recommendations: Increased police enforcement and ticketing would discourage drivers from such behavior, which unnecessarily endangers students by creating a need for them to cross oncoming traffic to access their pick-up vehicles.



Illustration 9: Parent pulling onto New Hampshire Avenue from the southern shoulder after picking up a student.

Observations: Parent vehicles parked and waited for children along side streets as far east as Delaware Avenue and as far west as High Street.

Recommendations: Increased police enforcement as well as community cooperation in reporting these vehicles may discourage parents from doing this. Principal Oatis has been in communication with Staff at the nearby MBi Direct Mail Company to increase their awareness of parents waiting for students in their parking lot. Community involvement in reporting these vehicles to the school and/or police department, such as reports from residents whose property may be infringed upon by waiting parent vehicles, would help. The school should incorporate

advisories against this behavior in the school newsletter, *"The Tiger Times"*, under the Safety and Security section.

Observations: There is no sidewalk in place along the southern side of New Hampshire Boulevard between Stone Street and Wilson Avenue. Due to the presence of the school, sidewalk should ideally be present on both sides of the roadway.

Recommendations: Sidewalk should be installed between Stone Street and Wilson Avenue, along the south side of New Hampshire Avenue. This and other incidences of poor sidewalk connectivity will be further examined in the following section on sidewalk inventory.

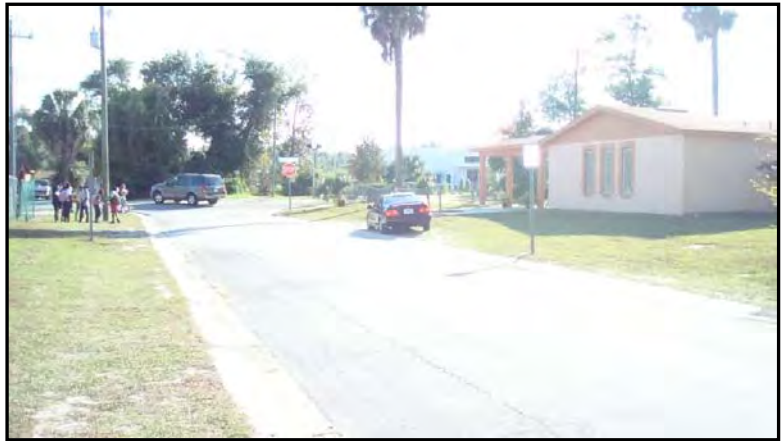


Illustration 10: Parent vehicle picking up student on Stone Street.

Observations: Crosswalk striping is not present west of the school to accommodate students needing to cross to and from the southern side of New Hampshire Avenue.

Recommendations: Crosswalk striping should be installed across New Hampshire Avenue at Stone Street. Crosswalk striping should also be installed across Stone Street to accommodate students continuing west on the northern side of New Hampshire Avenue.

Observations: The Crossing Guard location at SR 15A/New Hampshire Avenue was observed. There appeared to be high usage of this location, which is operated by two Crossing Guards during arrival and dismissal time. The speed limit along SR 15A at this location is 45 mph except during school dismissal and arrival time when it is 25 mph. No conflicts were observed on the day of observation and both students and motorists were observed to comply with the crossing procedures. That is, motorists came to a complete stop at the direction of the crossing guards, and students crossed at the designated location. However, it is noted that the crosswalk across New Hampshire Avenue at its intersection with SR 15A is present at the widest point in the pavement, which is inconsistent with typical regulations. This is likely due to the geometry of SR 15A at New Hampshire Avenue. Because of this, it is safer for students to cross over to the southern side of New Hampshire Avenue nearer to the school. This reemphasizes the need for crosswalk striping across New Hampshire Avenue, west of the school.



Illustration 11: Students crossing SR 15A at Crossing Guard location.

Recommendations: (Previous) Crosswalk striping should be installed across New Hampshire Avenue at Stone Street.

Observation: The intersection of New Hampshire Avenue/Adelle Avenue was examined due to the reported concern of overgrown brush at this location. On the day of observation, brush (in the northwest quadrant of this intersection) did not obstruct the view looking from Adelle Avenue to the west along New Hampshire Avenue (see Illustration 13). However, photographs obtained from *Google Earth* verify that the growth of brush at this location has infringed upon the adjacent right-of-way in the past and, therefore, has the potential to do so again if regular maintenance is not in place.

Recommendation: It is not the responsibility of the public agencies to be caretakers of private property. However, this obstruction, as



Illustration 12: Aerial view of SR 15A at New Hampshire Avenue.



Illustration 13: Looking south at New Hampshire Avenue from Adelle Avenue.

well as any others that may exist along roadways, may be reported to the agencies that can develop a system to notify residents responsible for creating visual obstructions which require corrective action.

Sidewalk Inventory

An inventory of sidewalk coverage within the walk zone was taken. The focus of this inventory was the east/west and north/south urban collectors within the walk-zone, shown in Tables 2 and 3, respectively. This was to verify whether there are routes of continuous sidewalk coverage that can be taken to and from the school and whether or not any of these routes are considered hazardous.

The potential need for sidewalk improvements was examined in particular along routes which would provide the shortest and safest routes to the school. The walk zone of Southwestern Middle School is traversed by SR 15A, which is a five-lane facility throughout the walk zone and has several uncontrolled intersections (locations at which SR 15A is under neither STOP nor signal control). Therefore, in examining potential walk routes, the need to cross SR 15A has been kept to a minimum while travel along SR 15A is thought to be ideal, due to a good and well maintained sidewalk structure along this facility.

Students west and northwest of the school may travel to SR 15A and then proceed southward along SR 15A before crossing at New Hampshire Boulevard, with the aid of a Crossing Guard. Students northeast and south of the school may travel to the school via Adelle Avenue and Spring Garden Avenue, respectively.

Florida Highway Administration (FHWA) guidelines indicate that urban collector roadways should have sidewalk coverage on both sides of the roadway where there is commercial development, and on at least one side of the road where there is residential development. The following sidewalk improvements are recommended to improve connectivity within the walk zone (note that lengths are approximate):

- Install sidewalk on the southern side of Euclid Avenue from Woodward Avenue to SR 15A (2,650 ft.)
- Install sidewalk on southern side of Beresford Avenue from Woodward Avenue to Spring Garden Avenue (2,780 ft.)
- Install sidewalk on west side of Adelle Avenue from Wisconsin Avenue to SR 44 (1,300 ft.) and from Lenox Court to Taylor Road (3,000 ft.)
- Install sidewalk on southern side of New Hampshire Avenue from current termination near Stone Street to Wilson Avenue (600 ft.) and on northern side from current termination near Wilson Street to Adelle Avenue (670 ft.)

It should be noted that, although there is sidewalk along the north side of New Hampshire Avenue adjacent to the school, sidewalk installation is also being recommended for the south side. The presence of Southwestern Middle School dictates that there should ideally be sidewalk coverage on both sides of the street.

**Table 2
East/West Urban Collector Sidewalk Inventory
Southwestern Middle School Assessment**

East/West Roadway	Segment	Sidewalk Details			
		Sidewalk Coverage	Side of Road		
			North	South	Exceptions
SR 44	Carlton Avenue to SR 15A	✓	✓	✓	
	SR 15A to Boundary Avenue	✓	✓	✓	
	Boundary Avenue to Stone Street	✓	✓	✓	
	Stone Street to Adelle Avenue	✓	✓	✓	
	Adelle Avenue to Clara Avenue	✓	✓	✓	
	Clara Avenue to Woodland Boulevard	✓	✓	✓	
Howry Avenue	Carlton Avenue to SR 15A	✓	✓		
	SR 15A to Brooks Avenue	✓		✓	
	Boundary Avenue to Stone Street	✓	✓	✓	
	Stone Street to Adelle Avenue	✓	✓	✓	Coverage on south side only from Salisbury Ave. to Orange Ave. & north side only from Julia Ave. to Adelle Ave.
	Adelle Avenue to Clara Avenue	✓	✓		
	Clara Avenue to Woodland Boulevard	✓	✓	✓	
Voorhis Avenue	Hull Avenue to Carlton Avenue	✓		✓	
	Carlton Avenue to SR 15A	✓	✓		
	SR 15A to Dexter Avenue	✓	✓		
	Dexter Avenue to Burris Drive	No			
	Burris Drive to Boundary Avenue	✓		✓	
	Boundary Avenue to Stone Street	✓	✓	✓	Coverage on north side only from High St. to Marydell Ave.
	Stone Street to Adelle Avenue	✓		✓	
	Adelle Avenue to Clara Avenue	✓		✓	
	Clara Avenue to Florida Avenue	✓	✓	✓	
Euclid Avenue	Woodward Avenue to SR 15A	No			
	SR 15A to Boundary Avenue	No			
	Boundary Avenue to Stone Street	✓	✓		
	Stone Street to Adelle Avenue	✓		✓	
	Adelle Avenue to Clara Avenue	✓	✓		
	Clara Avenue to Florida Avenue	✓	✓		
	Florida Avenue to SR 15A	✓	✓	✓	
Hubbard Avenue	Dexter Avenue to Boundary Avenue	No			
	Boundary Avenue to Stone Street	✓		✓	No coverage for 640 ft. between High St. & Stone St.
	Stone Street to Adelle Avenue	✓		✓	
	Adelle Avenue to Clara Avenue	✓	✓		
	Clara Avenue to Florida Avenue	✓	✓		
	Florida Avenue to Woodland Avenue	✓		✓	
Beresford Avenue	Fatio Road to Woodward Avenue	✓		✓	
	Woodward Avenue to Spring Garden Avenue	No			
	Spring Garden Avenue to Boundary Avenue	✓		✓	
	Boundary Avenue to Stone Street	✓	✓	✓	North side only from High St. to Stone St.
	Stone Street to Adelle Avenue	✓	✓	✓	North side only from Stone St. to Julia Ave.
	Adelle Avenue to Clara Avenue	✓	✓	✓	North side only from S. Thompson Ave. to Clara Ave.
	Clara Avenue to Florida Avenue	✓	✓		
	Florida Avenue to SR 15A	No			sidewalk begins on north side approximately 175 ft and approximately 60 ft. on south side in advance of signal at Woodland Blvd.
New Hampshire Boulevard	Spring Garden Avenue to Stone Avenue	✓	✓	✓	
	Stone Avenue to Wilson Avenue	✓	✓		
	Wilson Avenue to Adelle Avenue	✓		✓	
	Adelle Avenue to Clara Avenue	✓		✓	
	Clara Avenue to Florida Avenue	✓		✓	
	Florida Avenue to SR 15A	No			
West Beresford Road	Fatio Road to Spring Garden Avenue	No			
	Spring Garden Avenue to Adelle Avenue	No			
	Adelle Avenue to Clara Avenue	No			
Taylor Avenue	Kim Denise Court to Spring Garden Avenue	No			
	Spring Garden Avenue to Adelle Avenue	No			
	Adelle Avenue to Clara Avenue	✓	✓	✓	
	Clara Avenue to Florida Avenue	✓	✓	✓	
	Florida Avenue to Woodland Avenue	✓	✓	✓	
Deerfoot Avenue	Spring Garden Avenue to Clara Avenue	No			
	Clara Avenue to Woodland Avenue	No			

Table 3
North/South Urban Collector Sidewalk Inventory
Southwestern Middle School Assessment Study

North/South Roadway	Segment	Sidewalk Details			
		Sidewalk Coverage	Side of Road		
			West	East	Exceptions
Woodward Avenue	SR 44 to Euclid Avenue	No			1300 ft. coverage on east side between SR 44 and Voorhis Avenue
	Euclid Avenue to Beresford Avenue	No			
SR 15A	SR 44/New York Avenue to Beresford Avenue	✓	✓	✓	
	Beresford Avenue to New Hampshire Avenue	✓	✓	✓	
	New Hampshire Avenue to US 17/92	✓	✓	✓	
Spring Garden Avenue	Beresford Avenue to Beresford Road West	No			
	Beresford Road West to McGregor Road	No			980 ft. of coverage on east side between Saddle Hill Road and McGregor Road
Boundary Avenue	Howry Avenue to Voorhis Avenue	✓	✓	✓	
	Voorhis Avenue to Euclid Avenue	✓	✓	✓	
	Euclid Avenue to Hubbard Avenue	No			
	Hubbard Avenue to Beresford Avenue	✓		✓	no coverage from Hubbard Ave. to 190 feet south
Stone Street	Rich Avenue to SR 44	✓	✓		
	SR 44 to Howry Avenue	✓	✓	✓	
	Howry Avenue to Voorhis Avenue	✓	✓	✓	
	Voorhis Avenue to Euclid Avenue	✓	✓	✓	
	Euclid Avenue to Hubbard Avenue	No			
	Hubbard Avenue to Beresford Avenue	No			Sporadic coverage on west side between Hubbard Ave. & Winnemissett Ave. Approximately 210 ft. of coverage south of Wisconsin Avenue on east side
Adelle Avenue	Wisconsin Avenue to SR 44	No			
	SR 44 to Howry Avenue	✓		✓	
	Howry Avenue to Voorhis Avenue	✓		✓	
	Voorhis Avenue to Euclid Avenue	✓		✓	
	Euclid Avenue to Hubbard Avenue	✓		✓	
	Hubbard Avenue to Beresford Avenue	✓	✓	✓	
	Beresford Avenue to New Hampshire Avenue	✓	✓		No coverage from New Hampshire Avenue to approximately 430 ft. north at Lenox Court
	New Hampshire Avenue to Taylor Road	No			
Clara Avenue	Rich Avenue to SR 44	✓	✓	✓	
	SR 44 to Howry Avenue	✓	✓	✓	
	Howry Avenue to Voorhis Avenue	✓	✓		
	Voorhis Avenue to Euclid Avenue	✓	✓	✓	
	Euclid Avenue to Hubbard Avenue	✓	✓	✓	
	Hubbard Avenue to New Hampshire Avenue	✓	✓		
	New Hampshire Avenue to SR 15A	No			
	SR 15A to Deerfoot Road	No			

6

OTHER RECOMMENDATIONS

The amount of walkers and bike riders to Southwestern Middle School has been estimated at 2%-5% by Principal Oatis, which is relatively low. The Principal has also stated that the majority of bike riders travel to the school via SR 15A, which has been identified within the sidewalk evaluation as an ideal travel route, provided that students who need to cross this facility wait to do so at the crossing guard location.

Continuous sidewalk along the roadway segments that may also provide more direct travel routes for students, would enhance walking experience and may also encourage walking by students not currently doing so. However, due to the presence of major road facilities within this walk zone such as SR 15A (which has many uncontrolled intersections), SR 44, and Woodland Boulevard (which serves as the eastern limit of the walk zone), increased bike and pedestrian safety education efforts would especially prove valuable at Southwestern Middle School. This is emphasized by the occurrence of the fatality involving a student at the intersection of Woodland Boulevard and New Hampshire Boulevard. This bike and safety education should emphasize preferred walk routes.

Another idea that may be implemented is the Walking School Bus program that is in the early stages of implementation at nearby Starke Elementary School by the Department of Health in conjunction with the Volusia TPO. Although this program is not typically directed at Middle Schools, the nature of this school's walk zone indicates that a program such as this one may go a long way to enhance walking safety.

A Walking School bus is a group of children walking to school with one or more adults. Southwestern Middle School may be a good candidate for the Walking School Bus program because it currently boasts a high degree of community involvement, which would be needed to establish this program. Additionally, there is a somewhat dense concentration of students northwest of the school. Walking School Bus programs generally begin small, with view to expand as success is achieved. Naturally, planned routes would change as demand changes dependent upon the residences of those enrolled at Southwestern Middle, which will change from year to year. However, a group headed by a parent or teacher may begin with a Walking School Bus route that meets at the intersection of SR 15A and New Hampshire Boulevard. More routes may be established, as needed.

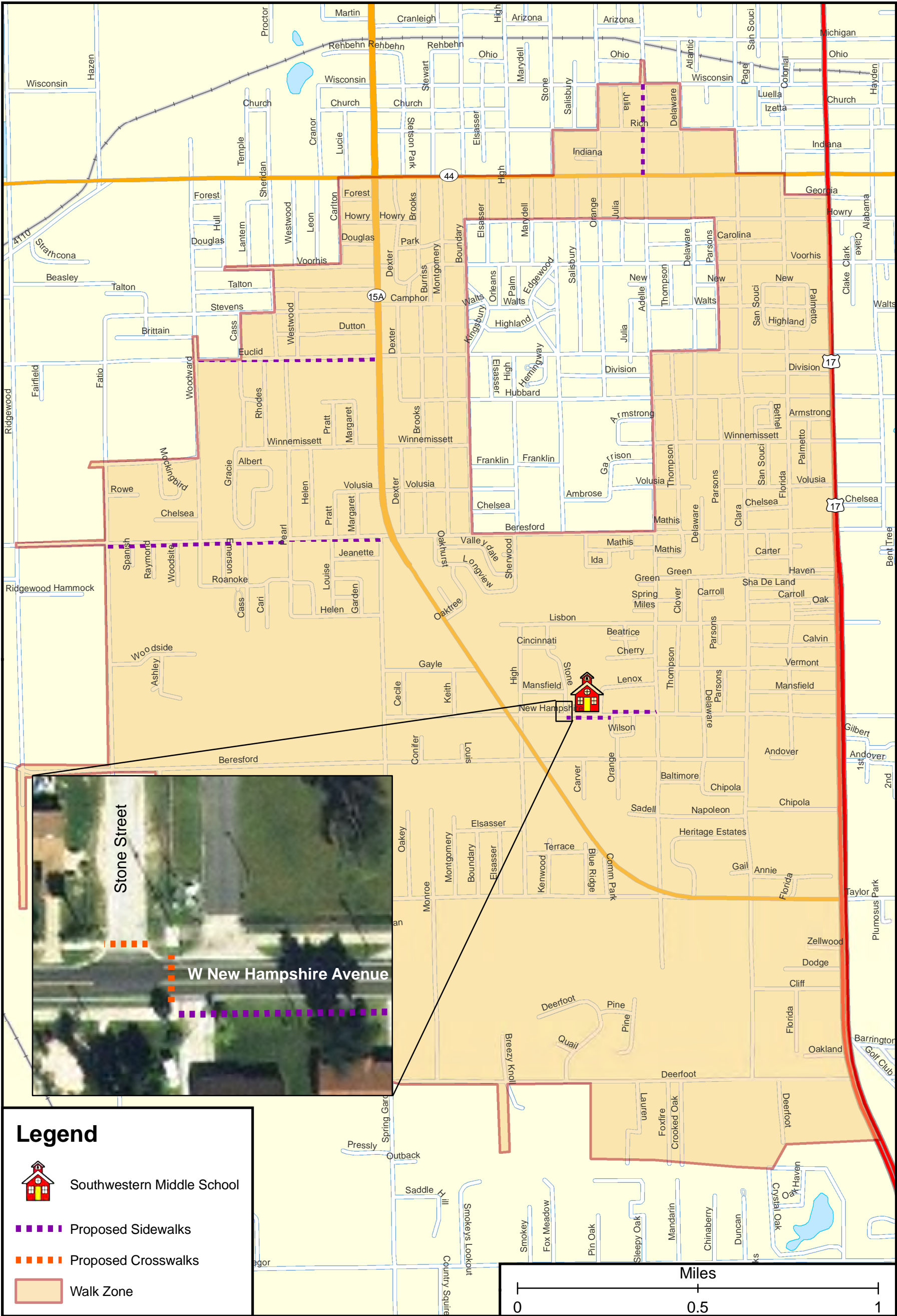
7

SUMMARY





Table 4 summarizes all recommendations that have been made within this report. These recommendations and existing conditions are also illustrated on Figure 4. It should be noted that Volusia County has identified \$1,000,000 for the purpose of constructing sidewalks at not-yet determined locations in its 2010/2011-2014/2015 Transportation Improvement Program. Therefore, it is recommended that the City of DeLand and the County collaborate to implement the recommendations of highest priority.

Table 4
Summary of Recommended Improvements
Southwestern Middle School Assessment Study

Location	Observations	Recommendations
On-Campus		
General	Poor helmet usage	School should work with programs that provide free helmets to school students such as those offered through the Sheriff's office and Department of Health
Off-Campus		
On the shoulders of New Hampshire Avenue	Parents stop and stand in their vehicles to drop off and pick up kids instead of using the parent loop	DeLand Police Department involvement and periodic ticketing
Various side-streets adjacent to the school	Parents park in their vehicles and wait for students to walk and meet them in order to be picked up	Increased community involvement in reporting these vehicles to the school, DeLand Police Department involvement and periodic ticketing, inclusion of advisories against this in the school newsletter
On southern side of New Hampshire Avenue between Stone Street and Wilson Avenue	No sidewalk in place	Install sidewalk along south side of New Hampshire Avenue from its current termination near Stone Street to near Wilson Avenue
West of the school	Accommodate students needing to cross to and from the South side of New Hampshire Avenue	A crosswalk should be installed across New Hampshire Avenue at Stone Street
Stone Street, west of the school	Accommodate students needing to cross to and from the South side of New Hampshire Avenue	A crosswalk should be installed across Stone Street
Various sidewalk locations in walk zone	There are gaps in sidewalk connectivity	Recommend that sidewalk be installed or continued on the relevant side of the roadway, to increase connectivity in the walk zone. See section 5 for detailed segments
General	Group walking and cycling	Growth of the Walking Bus Program targeted at existing groups with view to expand



Legend

-  Southwestern Middle School
-  Proposed Sidewalks
-  Proposed Crosswalks
-  Walk Zone

Southwestern Middle School
Bicycle and Pedestrian School Safety Review Study
Bicycle and Pedestrian School Safety Review Study

Proposed Recommendations

8

EXECUTIVE SUMMARY – IMPLEMENTATION REPORT

Lassiter Transportation Group, Inc. (LTG) was retained by the Volusia Transportation Planning Organization (TPO) to prepare an Implementation Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. The Implementation Report for the Pedestrian and Bicycle School Safety Review Study is based on observations and recommendations of the Assessment Report and includes cost data, ranking criterion for the recommended improvements, and the best practices to follow on old and new developments. The subject of this Implementation Report is Southwestern Middle School. Recommendations for sidewalk improvements within this report have an associated total cost of \$260,434.49.

Assessment of Existing Conditions

Conditions within the walk zone of Southwestern Middle School have been presented and assessed within the Assessment Report contained in the previous sections. Recommendations were also made within those sections to improve observed conditions. These recommendations are evaluated within the following sections, based on these factors:

- Safety severity
 - Distance from the school
 - Crashes
 - Traffic flow (how it affects walkers and bicyclists)
- Benefits associated with improvement
 - Walker and bicyclist traffic
 - Walking and bicycling network/connectivity
- Constructability
- Cost

Each safety issue was rated, ranked, and placed on a prioritized list. A preliminary cost estimate was completed using the FDOT's *2010 Basis of Estimates Manual*. Actual construction costs may vary based on detailed engineering. It is noted that an in-depth engineering constructability analysis of the project should be conducted to determine if the recommendation can be constructed at the suggested estimated cost since recommendations are based on field observations.

9

BEST PRACTICES

This section of the report will address the best practices which make walking and bicycling a safer mode of transportation for students. These practices are not only applicable to the walk zone but to any new or old development that supports walking and bicycling. The data gathered for this section of the report comes from the Federal Highway Administration (FHWA), Americans with Disabilities Act of 1990 (ADA), and other documents that are supported by the FDOT and the Volusia County School District.

Sidewalk Design for New Roadways and Developments

Findings

Sidewalk design for new roadways and developments are usually based on anticipated pedestrian demand, the type of development, whether residential, industrial, or commercial, and the jurisdiction. Developers may not want to construct sidewalks because the adjoining properties may not have sidewalks. In some cases, development requirements did not address sidewalk construction or connectivity. These conditions have led to developments that do not include sidewalk connectivity.

Best Practices

When planning a development which is located within the walk zone of a school, safe, connected networks of sidewalks that can be easily navigated by students should be required. If it is not possible to have safe sidewalks then multi-use trails should be considered.

All sidewalks should provide for disabled pedestrians and ought to be incorporated into the planning process for all new roadways and developments. The FHWA has established the following guidelines to assist local jurisdiction with determining when and where pedestrian facilities are needed.

- Develop sidewalks as integral parts of all city streets
- If land use plans anticipate pedestrian activity then sidewalks should be constructed as part of the street development
- Sidewalks should connect nearby urban communities
- Provide sidewalks in rural and suburban areas at schools, local businesses, and industrial plants that result in pedestrian concentrations
- Provide sidewalks whenever the roadside and land development conditions are such that pedestrians regularly move along a main or high-speed highway
- Incorporate sidewalks in rural areas with higher traffic speeds and the general absence of lighting
- Construct sidewalks along any street or highway without shoulders, even if there is light pedestrian traffic

The FHWA went on to say that to initiate the sidewalk installation guidelines above and to promote accessible sidewalk facilities, municipalities should consider the following recommendations:

- Agencies should accept bids from contractors who understand and construct accessible facilities
- Require employees and contractors to demonstrate their knowledge of accessibility topics. If, at any stage of the development process (i.e., planning, design, or installation) accessibility is not addressed, hold the responsible party accountable and make improvements.

- Engineering, transportation, and public policy decision makers should partner with transit providers on projects and programs, and require that transit systems include accessible pedestrian facilities
- Consult with representatives from disability agencies and organizations during all phases of project development
- Include persons with disabilities in the first phases of programming, planning, designing, operating, and constructing pedestrian facilities
- Agencies should ensure that accessibility guidelines are followed throughout planning, project development, and construction of pedestrian facilities

Other local agencies, such as the school board within which the development falls, and the city or county planner, should make sure that the sidewalks are within the minimum set requirements, have good connectivity between residential and commercial developments, increases the allowable densities near major intersections (wider sidewalks), are near major shopping areas and transit lines, and ensure pedestrian friendly sidewalk designs. However, specific design principles must be in place before these options can be exercised. Planning for pedestrian sidewalk usage should be one of the primary goals for developers and should be an integral part of planning for walkable communities.

New developments should consider the following sidewalk safety features to plan for walkers and bicyclists:

- Sidewalks should be constructed on both sides of the road
- Wide pathways
- Acceptable lighting
- No obstacles within walkway
- Sidewalk connectivity
- Sidewalk network
- ADA compliant
- Pedestrian facilities (e.g., shaded benches)
- Changes in grade and slope should be moderate

Sidewalk Retrofit

Findings

Cities, counties, and states have codes and regulations that determine how wide a sidewalk must be and how much shoulder should exist between the sidewalk and pavement. The cities and counties must also follow regulations, set by the ADA, to aid disabled pedestrians. These codes have changed as a result of society working towards consuming less energy and promoting safety and healthier lifestyles. In some older neighborhoods, sidewalks are not up to standards since ADA guidelines were not developed and implemented until the 1990s. If the roadway is retrofitted in the future, then existing sidewalks must be brought into compliance with current ADA standards.

Issues with retrofitting sidewalks may include right-of-way costs, conflicting drainage features or swales in the right-of-way, and steep grades. Some sidewalks may have all the aforementioned issues but insufficient right-of-way for retrofitting.

Best Practices

It is best to create developments with school routes, pedestrian transit routes, and amenities within close walking distances. However, retrofitting sidewalks should be considered in older, noncompliant developments. Additional right-of-way may be required to implement retrofit recommendations.

Projects aimed at retrofitting older sidewalks should research data pertaining to what type of right-of-way exists, a cost analysis of the right-of-way purchase, cost of construction, the condition of existing sidewalks, and the benefits associated with the project. The right-of-way acquisitions process is detailed in *The Real Estate Acquisition Handbook* and is produced by the FDOT.

Existing Substandard Sidewalk

Findings

Older neighborhoods and developments that did not plan for pedestrians may have existing substandard sidewalks. Substandard sidewalk issues include the following (Pedestrian and Bicycle Information Center):

- Sidewalks are buckled, lifted, or cracked due to tree roots or other causes
- Sidewalks are blocked due to the placement of utility poles, sign posts, potholes, fire hydrants, bus benches, newspaper racks, parked cars, or other obstructions
- Sidewalks are blocked by bushes or low tree branches
- Sidewalks lack curb ramps at street corners, crosswalks, and driveways
- The driveway side slopes are steep and hard to cross
- Sidewalk shoulders and adjacent drop-offs are excessive

Any of these existing conditions may make walking and bicycling difficult. When sidewalks are obstructed or do not have curb ramps, it is difficult for walkers and bicyclists to get off the sidewalk and on to the pavement to walk around the obstruction. Driveways with steep side slopes may cause walkers to trip or bicyclists to lose balance.

Best Practices

It is important to determine what sidewalks are substandard and those sidewalks should be placed on a prioritized list to be repaired or brought up to current standards. Maintaining existing sidewalks is paramount to providing a safe walking and bicycling environment.

The restriction of heavy vehicles on the sidewalk, installing root barriers if trees are planted too close to a sidewalk, and removing obstacles will keep sidewalks safe for students who are walking or bicycling to school. Depending on the average width of tree root spread, there should be rules that determine what species, and how far, trees must be planted from the sidewalk to prevent cracks and buckling. Trees and bushes should be kept trimmed to avoid blocking the sidewalk and to maximize the mobility of pedestrians. For obstacles that cannot be moved, regulations should be developed that prevent future installations affecting the sidewalk.

Driveways that have steep slopes should be re-graded to conform to ADA approved practices. This will allow for an easy transition between the sidewalk and the driveway for all pedestrians and bicyclists.

Curb ramps should be installed at all crossings, wherever applicable, such as at an intersection or at a mid-block crossing. Sidewalks should end at a detectable warning strip or whenever the sidewalk changes, such as at a mid-block crossing, and should conform to standards approved by the ADA. Standards set by the ADA include the width, length, slope, and texture of curb ramps and the width and length of landings, if they are needed.

Sidewalk Maintenance

Findings

A sidewalk that clearly has maintenance issues may inhibit pedestrian and bicyclist usage. Existing sidewalks may be hazardous to pedestrians and bicyclists if the following issues exist (FHWA):

- Step separation - a vertical displacement of 13 mm (0.5 in) or greater that could cause pedestrians to trip or prevent the wheels of a wheelchair or stroller from rolling smoothly
- Badly cracked concrete - holes and rough spots ranging from hairline cracks to indentations wider than 13 mm (0.5 in)
- Spalled areas - fragments of concrete or other building material detached from larger structures
- Settled areas that trap water - sidewalk segments with depressions, reverse cross slopes, or other indentations that make the sidewalk path lower than the curb; these depressions trap silt and water on the sidewalk and reduce the slip resistant nature of the surface.
- Tree root damage - roots from trees growing in adjacent landscaping that cause the walkway surface to buckle and crack
- Vegetation overgrowth - ground cover, trees, or shrubs on properties or setbacks adjacent to the path that have not been pruned can encroach onto the path and create obstacles
- Obstacles - objects located on the sidewalk, in setbacks, or on properties adjacent to the sidewalk that obstruct the passage space or the visibility of sidewalk users; obstacles commonly include trash receptacles, utility poles, newspaper vending machines, and mailboxes
- Blocked or inadequately protected drainage inlets and inadequate flow planning
- Temporary construction interruptions
- Inadequate patching after utility installation

Sidewalks are typically in the public right-of-ways and are the sole responsibility of the city or county, depending on who has jurisdiction over that roadway. In some cases, sidewalks are provided along privately maintained roads and common spaces and are the responsibility of a Homeowners Association (HOA) or other property management entity.

Best Practices

- A division of the city or county should be solely dedicated to sidewalk maintenance or, if in the case of privately maintained sidewalks, should be addressed through code enforcement procedures.
- Sidewalk maintenance issues should be placed on a prioritized list of sidewalk projects to be completed.
- Maintenance issues should be solved by using strategies standard to road maintenance. This will minimize the risk of walkers and bicyclists on their way to and from school; and all maintenance issues should be handled consistently throughout the jurisdiction.

Improving Existing Roadway Conditions

Findings

Existing roadway conditions may not offer enough safety for walkers and bicyclists. Motorists may speed within school walk zones and not pay attention to their surroundings. Motorists pulling out of driveways may look for oncoming vehicles but may not look for walkers and bicyclists crossing the driveway.

Best Practices

Roadway conditions can be improved to maintain safety and accessibility for walkers and students who may want to ride their bicycles to school. The following are best practices that improve existing roadway conditions for walkers and students who choose to ride their bicycles to school.

- Signage and pavement markings should be highly visible and current
- Traffic calming devices should be considered to reduce speeds
- Speed studies should be conducted
- ADA standards should be adhered to
- Consider one-way streets if traffic is too congested during the arrival and dismissal times
- Strict police enforcement should be imposed to deter illegal and unsafe parking practices as well as moving violations within the school zone

Pavement Markings

Findings

Pavement markings are essential to the transportation system to communicate and enhance the messages of roadway operational conditions by augmenting other traffic control devices. School pavement markings and crosswalk markings are especially important since they alert the motorist of walkers and bicyclists entering the pavement at crosswalks and intersections. Pavement markings can easily fade or become obliterated over time. It was observed that SCHOOL markings which warn motorists that they will soon enter into a school zone are often faded, cracked, or chipped.

Best Practices

The following best practices are recommended to improve the safety, life, and effectiveness of pavement markings.

- SCHOOL pavement markings and crosswalk markings should be clear and visible in order to warn motorists that they are entering a school zone and/or children are crossing.
- The FDOT's current standard (Index No. 17346) uses a special emphasis crosswalk that lengthens the life of the crosswalk marking.
- Thermoplastic paint should be used for all pavement and school markings to enhance the visibility of walkers and bicyclists. Thermoplastic paint should be used since it is durable and retro-reflective.
- The crosswalk should align with the sidewalk ramps.
- Crosswalks should be installed where walkers and bicyclists are in the pavement for the shortest distance and time possible.
- Pavement markings should be accompanied by the proper signage.
- Pedestrian median refuges should be installed for long crosswalks with interim medians.
- Walkers and bicyclists should be dissuaded from crossing at intersections or mid-block crossings where heavy traffic exists unless accompanied by crossing guards.

Traffic Signal Control

Findings

Traffic signalization has an important role in promoting safety for students who walk or bicycle to school. Drivers at busy intersections can easily overlook students trying to cross a street; consequently, signals allow students the necessary time to safely cross busy intersections.

School flashing beacons (Illustration 12) also play an important role in safety. Flashing beacons alert drivers that they are entering a

school zone and indicate that the displayed speed limit is in effect. It was observed that school flashing beacons can be operated manually or can be pre-set to turn off/on during pre-programmed timeframes. Manually run school flashing beacons are usually operated by school crossing guards, who are primarily assigned to cross elementary school students. Unfortunately, this does not address the needs of middle school students.



Illustration 12: Flashing beacon traffic signal control

Best Practices

- Pedestrian signal heads should be considered at all intersections that utilize traffic control signals for motor vehicles within the school walk zones.
- Pedestrian signal buttons should be placed such that it is obvious to elementary and middle school students which buttons to press to access the desired sidewalk.
- Pedestrian signal heads should employ the countdown display which exhibits the symbols of the WALKING MAN beside the numerical countdown. This will help students to decide if they have enough time to cross or if they should wait for the next pedestrian signal phase.
- Students should be educated on the proper ways to cross an intersection when using a pedestrian signal head.
- For students who must cross more than two lanes of traffic, the assignment of crossing guards or overhead pedestrian bridges should be considered.
- U-turns and right-on-reds should be prohibited at intersections where students utilize pedestrian crossings.
- School attendance zones that have crossings at heavily congested intersections should have their walk zones re-evaluated so that students can either walk to another school or transportation could be provided.

Enforcement and Education

Findings

Walkers and bicyclists do not always follow proper crossing procedures. Students may dart through traffic to access the school in the mornings or access a vehicle parked across the road from the school in the afternoons. Students may also cross streets at mid-block without the aid of a crosswalk or an adult. When crosswalks do exist, students do not always follow proper crossing procedures.

Regulations are not always followed by adults dropping off/picking up students (Illustration 13). Motorists were observed to park in NO PARKING areas and make prohibited vehicular movements, including u-turns. Some motorists were observed to be speeding within the reduced-speed zone.

Students who choose to ride their bicycles to school do not always wear helmets.



Illustration 13: Parent Vehicle parked on shoulder of Hathaway Street

Best Practices

- Students and parents should be educated on proper crossing procedures. Parents, crossing guards, and School Resource Officers (SRO) should be the main resources for safety.
- Parents should receive flyers or recorded messages on a school-wide basis to inform them of the proper drop-off/pick-up procedures. Strict enforcement of these procedures should eventually deter parents from practicing unsafe drop-off/pick-up actions.
- Prohibited vehicular movements should be strictly handled and higher fines could be considered, where allowable by law, during the arrival and dismissal times of school.
- Helmets should always be worn by bicycling students. Parents, school staff, crossing guards, and school resource officers should encourage helmet usage. Non-compliant helmet users should be dealt with consistently and strictly.
- Encourage walking and bicycling by providing free helmets, stickers, reflective gear, or create an incentive program.
- Schools should provide a safe and secure bicycle storage facility for students who choose to ride their bicycles to school.
- Parents should be informed about the different walking and bicycling programs available and the school and its volunteers should assist in planning and implementing those programs.
- Students who are regular walkers and bicyclists should be paired with other walkers and bicyclists who live in the same area.

- Crossing guards should be involved in the re-zoning of walk zones since they have a better understanding of the distribution of the walker and bicyclist population.

School Board Considerations

Findings

School districts generally employ the two-mile walk route to determine the walk zone. This is not always the best option to promote safety. Students may have to cross congested intersections, too many intersections, and/or busy driveways.

Sidewalks are not always located on both sides of the road. This may encourage unsafe crossings where no crosswalks exist. Walk zones can also include sidewalks that end at an unsignalized intersection with no safe alternative to gain access to the sidewalk on the opposite side of the roadway.

It was noted that schools prefer to have one controlled point of entry that is monitored by school staff. In these cases, students who walk or ride their bicycles to school may have to cross busy driveways including drop-off/pick-up loops, bus loops, and even parent and teacher parking lots, to enter/exit the controlled point of entry.

Best Practices

- As defined in F.S. 1006.23, the School District staff collaborates with the Sheriff's crossing guards, City and County Public Works and FDOT to evaluate a school's walk zone and its hazardous walking conditions as defined.
- In effort to avoid the inter-mingling of elementary, middle, and high school traffic, school arrival and dismissal, Volusia County School District has a three-tiered bell schedule. Further, each school separates bus traffic from parent pick-up drop-off traffic.
- It is necessary to review all new development plans within the school walk zone to ensure that developers are providing sidewalks on either side of the road and maintaining sidewalk connectivity and networking to the school. Volusia County School District is a member of city and county development review teams and reviews new site plans and subdivisions to ensure adequate area is designated for school bus stops and sidewalks. City and County land development regulations require sidewalks.
- All new schools should be planned with good sidewalk connectivity/network to all neighborhoods and developments within its walk zone.
- As required by F.S. 1006.23, Volusia County School District provides bus service to students who do not have access to safe routes to school.
- There are certain programs which promote walking and bicycling to school. Volusia County School District currently participates in such programs (e.g. Walking School Bus, SAFE KIDS Walk This Way, and International Walk to School Day). Bicycle and pedestrian safety is part of the existing elementary physical education curriculum.
- A No Backpack policy should be considered to encourage walking and bicycling to school and consideration to the following is recommended:
 - All textbooks should be accessible on-line
 - A set of textbooks should be available at the local library
 - Provide students with a set of textbooks to keep at home
- Each school should enforce bicycle safety, helmet usage should be closely monitored for compliance, and PTA meetings to ensure parent support and compliance with these policies should be promoted.
- All teachers assisting during arrival/dismissal should wear safety vests when they are crossing students or interacting with vehicular traffic.

10

MASTER IMPROVEMENT PLAN

Refer to Figure 4 of the Assessment Section for the recommendations. It highlights the locations of existing conditions as well as the proposed improvements. The following sections will provide more details on the recommendations shown in Figure 4.

11

CONSTRUCTABILITY MATRIX

The matrix in Table 5 shows the estimated cost of sidewalk-related projects that are recommended for improvement. FDOT's *2010 Basis of Estimates* manual was used to develop the constructability matrix. The estimated construction costs for these recommendations are \$277,095.35. The costs shown in the constructability matrix includes material and labor fees. As mentioned before, these improvements are based on field observations and should be verified by a contractor prior to construction.

Table 5
Constructability Matrix
Southwestern Middle School Implementation Report

PRIORITY #	PROJECT NAME	DESCRIPTION		PAY ITEM NUMBER	PAY ITEM DESCRIPTION	PLAN QTY	UNIT MEASURE	UNIT PRICE	CONTRACT AMOUNT
		LOCATION	RECOMMENDATION						
1	Sidewalk Extension	southern side of New Hampshire Avenue from current termination near Stone Street to Wilson Avenue	Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	333.00	SY	\$45.22	\$15,058.26
		on northern side of New Hampshire Avenue from current termination near Wilson Street to Adelle Avenue	Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	372.00	SY	\$45.22	\$16,821.84
	SUBTOTAL:								\$31,880.10
2	Sidewalk Extension	southern side of Euclid Avenue from Woodward Avenue to SR 15A	Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	1,472.00	SY	\$45.22	\$66,563.84
3	Sidewalk Extension	southern side of Beresford Avenue from Woodward Avenue to Spring Garden Avenue	Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	1,544.00	SY	\$45.22	\$69,819.68
		southern side of Beresford Avenue at Louise Lane	Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	45.00	LF	\$3.27	\$147.15
	SUBTOTAL:								\$69,966.83
4	Sidewalk Extension	west side of Adelle Avenue from Wisconsin Avenue to SR 44	Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	722.00	SY	\$45.22	\$32,648.84
		west side of Adelle Avenue at Rich Avenue	Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	30.00	LF	\$3.27	\$98.10
		west side of Adelle Avenue from Lenox Court to Taylor Road	Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	1,667.00	SY	\$45.22	\$75,381.74
		west side of Adelle Avenue at Lenox Court	Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	35.00	LF	\$3.27	\$114.45
		west side of Adelle Avenue at New Hampshire Avenue	Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	35.00	LF	\$3.27	\$114.45
		west side of Adelle Avenue at Beresford Road	Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	35.00	LF	\$3.27	\$114.45
		north side of Taylor Road at Adelle Avenue	Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	65.00	LF	\$3.27	\$212.55
	SUBTOTAL:								\$108,684.58
TOTAL:								\$277,095.35	

12

RECOMMENDED PRIORITY PROJECTS

This section of the report provides additional information about each project in ranking order.

Background: The Volusia TPO is continuing in its capacity to improve the safety of the school walk zone for walkers and bicyclists who live within the school walk zone. The safety issues addressed within this report will be reviewed by the TPO for potential funding to implement the recommended changes and, thereby, improve the safety of the school walk zone, where possible. The safety issues which produce the following four sidewalk recommendations are that gaps in sidewalk coverage along major school routes may force students to walk or bicycle within the travelled way. Provision of well connected sidewalks dictate exactly where students should walk

Project No. 1: Installation of sidewalk on New Hampshire Avenue

Submitting Agency: Volusia County
Project Location: New Hampshire Avenue
School Served: Southwestern Middle School
Project Description: Installation of Sidewalk
LAP Coordinator: Volusia County
Maintaining Agency: Volusia County

Project Description: This project will include the installation of five-foot sidewalks on the southern side of New Hampshire Avenue from current termination near Stone Street to Wilson Avenue (600 ft.) and on northern side from current termination near Wilson Street to Adelle Avenue (670 ft.).

Estimated Cost: The estimated cost for this project is \$31,880.10.

Project No. 2: Installation of sidewalk on the southern side of Euclid Avenue

Submitting Agency: Volusia County
Project Location: Euclid Avenue
School Served: Southwestern Middle School
Project Description: Installation of Sidewalk
LAP Coordinator: Volusia County
Maintaining Agency: Volusia County

Project Description: This project will include the installation of five-foot sidewalks on the southern side of Euclid Avenue from Woodward Avenue to SR 15A (2,650 ft.).

Estimated Cost: The estimated cost for this project is \$66,563.84.

Project No. 3: Installation of sidewalk on the southern side of Beresford Avenue

Submitting Agency: Volusia County
Project Location: Beresford Avenue
School Served: Southwestern Middle School
Project Description: Installation of Sidewalk

LAP Coordinator: Volusia County
Maintaining Agency: Volusia County

Project Description: This project will include the installation of five-foot sidewalks on the southern side of Beresford Avenue from Woodward Avenue to Spring Garden Avenue (2,780 ft.). Also included will be installation of special emphasis crosswalk markings across the intersection at Louise Lane.

Estimated Cost: The estimated cost for this project is \$69,966.83.

Project No. 4: Installation of sidewalk on the west side of Adelle Avenue

Submitting Agency: Volusia County
Project Location: Adelle Avenue
School Served: Southwestern Middle School
Project Description: Installation of Sidewalk
LAP Coordinator: Volusia County
Maintaining Agency: Volusia County

Project Description: This project will include the installation of five-foot sidewalks on the west side of Adelle Avenue from Wisconsin Avenue to SR 44 (1,300 ft.) and from Lenox Court to Taylor Road (3,000 ft.). Also included will be installation of special emphasis crosswalk markings at Lenox Court, New Hampshire Avenue, Beresford Road, and Taylor Road.

Estimated Cost: The estimated cost for this project is \$108,684.58.

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"Florida School Crossing Guard Training Guidelines." Florida Department of Transportation Safety Offices. <http://www.dot.state.fl.us/safety/ped_bike/brochures/pdf/SCG%20Training%20Guidelines2009.pdf>.

"KidsWalk-to-School." U.S. Department of Health and Human ServicesCenters for Disease Control and Prevention. < <http://www.cdc.gov/nccdphp/dnpa/kidswalk/pdf/kidswalk.pdf>>.

"Manual on Uniform Traffic Control Devices." < http://mutcd.fhwa.dot.gov/htm/2009/part7/part7_toc.htm>.

"Safe Routes to School Guideline." < http://www.saferoutesinfo.org/guide/pdf/SRTS-Guide_full.pdf>.

13

APPENDICES

Appendices

Appendix A

Crash Reports

FLORIDA TRAFFIC CRASH REPORT

LONG FORM

MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time & Location	DATE OF CRASH	TIME OF CRASH	TIME OFFICER NOTIFIED	TIME OFFICER ARRIVED	INVEST AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER	
	10 / 31 / 07	1455 AM <input checked="" type="checkbox"/> PM	1456 AM <input checked="" type="checkbox"/> PM	1458 AM <input checked="" type="checkbox"/> PM	DL070007670	75509288	
	COUNTY / CITY CODE	FEET or MILE(S)	N S E W	CITY OR TOWN	(Check if in City or Town)	COUNTY	
Vehicle	08 / 36			DELAND		VOLUSIA	
	AT NODE NO.	FEET or MILE(S)	FROM NODE NO.	NEXT NODE NO.	NO OF LANES	1 DIVIDED 2 UNDIVIDED	
	AT THE INTERSECTION OF (street, road or highway)	FEET	MILE(S)	N S E W	FROM INTERSECTION OF (street, road or highway)		
Vehicle	DRIVER ACTION	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	
	1 Phantom 2 Hit & Run 3 N/A	3	99	FRGT	04	03	NBB-12A
	STATE	VEHICLE IDENTIFICATION NUMBER					FL
Pedestrian	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE	TRAILER TYPE	TRAILER TYPE	TRAILER TYPE	TRAILER TYPE	
	99	FRGT.	77	NBB-12A	FL		
	EST. MPH	Posted Speed	EST. VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage	EST. TRAILER DAMAGE	DAMAGE AND CIRCLE DAMAGED AREA(S)	
Vehicle	VEHICLE TRAVELLING	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE	
	N S E W			40	40	800	
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY	1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other			
Pedestrian	AUTO OWNERS INSURANCE CO	9621366901	D.O.T.				
	NAME OF VEHICLE OWNER (Check Box if Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE			
	S.R. PERROTT INC.	4 N. PERROTT DR.	ORMOND BEACH, FL	32174			
Vehicle	NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE			
	S.R. PERROTT INC.	4 N. PERROTT DR.	ORMOND BEACH, FL	32174			
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS			
Pedestrian	S.R. PERROTT INC.	4 N. PERROTT DR.	ORMOND BEACH, FL	32174			
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	DATE OF BIRTH			
	JERRID THOMAS BELKHAM			09/12/83			
Vehicle	DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END	ALCO/DRUG TEST TYPE	RESULTS	
	B250 438 83 332 0	FL	1	3	1 Blood 3 Urine 5 None 2 Breath 4 Refused	5	
	HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND	WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO	
Vehicle	1 Yes 2 No	2	2	2	2	2	
	DRIVER ACTION	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	
	1 Phantom 2 Hit & Run 3 N/A	3					
Pedestrian	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE	TRAILER TYPE	TRAILER TYPE	TRAILER TYPE	TRAILER TYPE	
	EST. MPH	Posted Speed	EST. VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage	EST. TRAILER DAMAGE	DAMAGE AND CIRCLE DAMAGED AREA(S)	
Vehicle	VEHICLE TRAVELLING	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE	
	N S E W						
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY	1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other			
Pedestrian	NAME OF VEHICLE OWNER (Check Box if Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE			
	NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE			
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS			
Vehicle	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	DATE OF BIRTH			
	REMONTE RASHAD GIBSON	701 W. NEW HAMPSHIRE AVE.	DELAND, FL	32720			
	DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END	ALCO/DRUG TEST TYPE	RESULTS	
Vehicle	NONE						
	HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND	WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO	
	1 Yes 2 No	2	2	2	2	2	
Vehicle	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver / Ped.)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE	
	01 Automobile 02 Van 03 Light Truck / P.U. - 2 or 4 rear tires 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat)	01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire / Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other	1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown DL TYPE 1 A 2 B 3 C 1 White 2 Black 3 Hispanic 4 Other RACE 1 Male 2 Female REQUIRED ENDORSEMENTS 1 Yes 2 No 3 No Endorsement Required	1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Illness 6 Seizure Epilepsy Blackout 7 Other Physical Defect INJURY SEVERITY 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 30 Days) 6 Non Traffic Fatality	1 Not Drinking or Using Drugs 2 Alcohol Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALCO/DRUG Test Results SAFETY EQUIPMENT IN USE 1 Not In use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deployed 6 Safety Helmet 7 Eye Protection	
	07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 All Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other						
Vehicle	LOCATION IN VEHICLE						
	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body Of Truck 8 Bus Passenger 9 Other EJECTED 1 No 2 Yes 3 Partial						

Section 3

DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A		YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 18 Undercarriage 15 16 17 8 19 Overlump 14 13 12 11 10 9 20 Windshield 21 Trailer		
TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE								SHOW FIRST POINT OF DAMAGE AND CIRCLE DAMAGED AREA(S)	
VEHICLE TRAVELLING N S E W		ON	AT	Est MPH	Posted Speed	EST VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage	EST TRAILER DAMAGE		1 Tow Rotation List 3 Driver 2 Tow Owner's Request 4 Other	
MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY							
NAME OF VEHICLE OWNER (Check Box If Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE					
NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE					
NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS					
NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE & ZIP CODE		DATE OF BIRTH					
SHAWN MICHAEL DAVIS		15 LENNOX CT		DELAND, FL		32720		08 28 95			
DRIVER LICENSE NUMBER		STATE	DL TYPE	REQ END	ALCOHOL TEST TYPE	RESULTS	ALCOHOL	PHYS DEF	RES	RACE	SEX
NONE					1 Blood 3 Urine 5 None 2 Breath 4 Refused		1	1	1	2	1
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?		RECOMMEND DRIVER RE-EXAM (If Yes Explain In Narrative)		DRIVER'S PHONE NO		
1 Yes 2 No		1 Yes 2 No			1 Yes 2 No		1 Yes 2 No		1229 1269-1283		
#1		PROPERTY DAMAGED - OTHER THAN VEHICLES		EST AMOUNT		OWNER'S NAME		ADDRESS		CITY STATE ZIP	
#2		PROPERTY DAMAGED - OTHER THAN VEHICLES		EST AMOUNT		OWNER'S NAME		ADDRESS		CITY STATE ZIP	
CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS		SOURCE OF CARRIER INFORMATION		LOCATION TYPE	
01 No Improper Driving / Action 02 Careless Driving (Explain In Narrative) 03 Failed To Yield Right - of - Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol - Under Influence 08 Drugs - Under Influence 09 Alcohol & Drugs - Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed To Maintain Equip / Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic		01 No Defects 02 Def Brakes 03 Worn / Smooth Tires 04 Defective / Improper Lights 05 Puncture / Blowout 06 Steering Mech 07 Windshield Wipers 08 Equipment / Vehicle Defect 77 All Other (Explain In Narrative)		01 Straight Ahead 02 Slowing / Stopped / Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering / Leaving / Parking Space 08 Properly Parked 09 Improperly Parked 10 Making U-Turn		1 None 2 Farm 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction / Maintenance 7 Not Applicable 8 Shipping Papers 9 Vehicle Side 4 Driver 5 Other		1 Not Applicable 2 Shipping Papers 3 Vehicle Side 4 Driver 5 Other		1 Primarily Business 2 Primarily Residential 3 Open Country	
FIRST / SUBSEQUENT HARMFUL EVENT(S)		VEHICLE COLLISION		PEDESTRIAN ACTION		ROAD SYSTEM IDENTIFIER		LIGHTING CONDITION		ROAD SURFACE CONDITION	
01 Collision With MV in Transport (Rear End) 02 Collision With MV in Transport (Head On) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Sideswipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision With MV on Roadway 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train		01 No Defects 02 Def Brakes 03 Worn / Smooth Tires 04 Defective / Improper Lights 05 Puncture / Blowout 06 Steering Mech 07 Windshield Wipers 08 Equipment / Vehicle Defect 77 All Other (Explain In Narrative)		01 Crossing Not at Intersection 02 Crossing at Mid-block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle In Road 07 Working In Road 08 Standing/Playing In Road 09 Standing In Pedestrian Island 77 All Other (Explain In Narrative) 88 Unknown		01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike / Toll 07 Forest Road 08 Private Roadway 77 All Other (Explain In Narrative)		01 Daylight 02 Dusk 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 88 Unknown		01 Dry 02 Wet 03 Slippery 04 Icy 77 All Other (Explain In Narrative)	
ROAD CONDITIONS AT TIME OF CRASH		VISION OBSTRUCTED		TRAFFIC CONTROL		SITE LOCATION		TRAFFICWAY CHARACTER		TYPE SHOULDER	
01 No Defects 02 Obstruction With Warning 03 Obstruction Without Warning 04 Road Under Repair / Construction 05 Loose Surface Materials 06 Shoulders - Soft / Low / High 07 Holes / Ruts / Unsafe Paved Edge 08 Standing Water 09 Worn / Polished Road Surface 77 All Other (Explain In Narrative)		01 Vision Not Obscured 02 Inclement Weather 03 Parked / Stopped Vehicle 04 Trees / Crops / Bushes 05 Load On Vehicle 06 Building / Fixed Object 07 Signs / Billboards 08 Fog 09 Smoke 77 All Other (Explain In Narrative)		01 No Control 02 Special Speed Zone 03 Speed Control Sign 04 School Zone 05 Traffic Signal 06 Stop Sign 07 Yield Sign 08 Flashing Light 09 Railroad Signal 10 Officer / Guard / Flagperson		01 Not At Intersection / RR X-ing / Bridge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad 06 Bridge 07 Entrance Ramp 08 Exit Ramp 09 Parking Lot - Public 10 Parking Lot - Private		01 Straight - Level 02 Straight - Upgrade / Downgrade 03 Curve - Level 04 Curve - Upgrade / Downgrade 05 Paved 02 Unpaved 03 Curb		01 Paved 02 Unpaved 03 Curb	
SECTION #		NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE		CITATION NUMBER			
SECTION #		NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE		CITATION NUMBER			
SECTION #		NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE		CITATION NUMBER			
SECTION #		NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE		CITATION NUMBER			

FLORIDA TRAFFIC CRASH REPORT

NARRATIVE/DIAGRAM

MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEIL KIRKMAN BUILDING TALLAHASSEE FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) 1455 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) 1455 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	DATE OF CRASH 10/31/07	COUNTY / CITY CODE 08/36	INVEST AGENCY REPORT NUMBER DL070007670	HSMV CRASH REPORT NUMBER 75509288
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(NARRATIVE)

V1 WAS NORTHBOUND IN THE INSIDE LANE OF THE 1300 BLK OF S. WOODLAND BLVD. P1 AND P2 WERE ON THE S.E. CORNER OF THE INTERSECTION AT NEW HAMPSHIRE AVE AND S. WOODLAND BLVD. TRYING TO CROSS S WOODLAND BLVD IN THE CROSSWALK IN A WEST BOUND DIRECTION. VEHICLE 1 PROCEEDED NORTHBOUND INTO THE CROSSWALK AT THE INTERSECTION OF NEW HAMPSHIRE AVE AND S. WOODLAND BLVD. STRIKING P1 AND P2 WITH THE FRONT BUMPER AND GRILL AREA OF V-1. FORCE OF THE IMPACT CAUSED P-1 AND P-2 TO BE THROWN APPROX 50' NORTH OF THE POINT OF IMPACT. EMS STAFF WAS ONSCENE AT TIME OF POLICE ARRIVAL. BOTH P-1, AND P-2 WERE TRANSPORTED TO THE HOSPITAL FOR TREATMENT. P-1 LATER EXPIRED. WITNESS DIANE CALDERON ADVISED THAT SHE WAS DRIVING NORTHBOUND ON S. WOODLAND BLVD, IN THE OUTSIDE LANE APPROACHING NEW HAMPSHIRE AVE PREPARING TO TURN RT (EAST) ONTO NEW HAMPSHIRE AVE. CALDERON ADVISED THAT NORTH/SOUTH BOUND TRAFFIC HAD A GREEN LIGHT, AND THAT P-1 AND P-2 WALKED IN FRONT OF HER CAR AND INTO THE PATH OF THE ONCOMING V-1 WHICH ALSO HAD A GREEN LIGHT. WITNESS HELMS ADVISED HE WAS STOPPED FOR A RED LIGHT AT NEW HAMPSHIRE AVE (S. WOODLAND BLVD) GOING WEST ON NEW HAMPSHIRE AVE. HELMS ADVISED THAT HE OBSERVED P-1, P-2 RUN ACROSS S. WOODLAND AGAINST THE SIGNAL.

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
DALE HELMS 1459 CANARY DR DELAND,				DIANE CALDERON 1329 TILAPIA TR DELAND, FL			32724

FIRST AID GIVEN BY - NAME	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer 4 Certified 1st Aider 5 Other	INJURED TAKEN TO	BY - NAME
	2	FL HOSPITAL	E.M.S.

WAS INVESTIGATION MADE AT SCENE?	1 YES 2 NO	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE?	1 YES 2 NO	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN	1 YES 2 NO	IF YES, BY WHOM?	1 INVESTIGATING AGENCY 2 OTHER
	1			2		10/31/07		1		1

INVESTIGATOR - RANK & SIGNATURE	ID/BADGE NUMBER	DEPARTMENT	FHP	SO	PD	OTHER
OFIC M. WHITTIER	52	DELAND POLICE DEPT.			X	

DIAGRAM



INDICATE NORTH
WITH ARROW

P_1 & P_2 FINAL REST

NEW HAMPSHIRE AVE

TRAFFIC LIGHT

S. WOODLAND BLVD.

FLORIDA TRAFFIC CRASH REPORT

☒ UPDATE ☐ CONTINUATION

MAIL TO DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

FATAL

DATE OF CRASH 10/31/07	COUNTY / CITY CODE 08/36	INVEST AGENCY REPORT NUMBER DLO7007670	HSMV CRASH REPORT NUMBER 7559288
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S e c t i o n	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 15 16 17 8 14 13 12 11 10 9	18 Undercarriage 19 Overturn 20 Windshield 21 Trailer				
	TRAILER OR TOWED VEHICLE INFORMATION								SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)					
V e h i c l e	VEHICLE TRAVELLING N S E W		ON AT		Est MPH	Posted Speed	EST VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage	EST TRAILER DAMAGE	DAMAGE AND CIRCLE DAMAGED AREA(S)					
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)						POLICY NUMBER	VEHICLE REMOVED BY	1 Tow Rotation List 3 Driver 2 Tow Owner's Request 4 Other					
P e d e s t r i a n	NAME OF VEHICLE OWNER (Check Box if Same As Driver)						CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE					
	NAME OF OWNER (Trailer or Towed Vehicle)						CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE					
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)						CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS					
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN						CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH					
	DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ END	ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALC/DRUG	PHYS DEF	RES	RACE	SEX	INJ	S EQUIP	EJECT
	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No	PLACARDED 1 Yes 2 No	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND				WAS HAZARDOUS MATERIAL SPILLED? 1 Yes 2 No	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE 1 Yes 2 No	DRIVER'S PHONE NO					

S e c t i o n	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 15 16 17 8 14 13 12 11 10 9	18 Undercarriage 19 Overturn 20 Windshield 21 Trailer				
	TRAILER OR TOWED VEHICLE INFORMATION								SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)					
V e h i c l e	VEHICLE TRAVELLING N S E W		ON AT		Est MPH	Posted Speed	EST VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage	EST TRAILER DAMAGE	DAMAGE AND CIRCLE DAMAGED AREA(S)					
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)						POLICY NUMBER	VEHICLE REMOVED BY	1 Tow Rotation List 3 Driver 2 Tow Owner's Request 4 Other					
P e d e s t r i a n	NAME OF VEHICLE OWNER (Check Box if Same As Driver)						CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE					
	NAME OF OWNER (Trailer or Towed Vehicle)						CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE					
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)						CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS					
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN						CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH					
	DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ END	ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALC/DRUG	PHYS DEF	RES	RACE	SEX	INJ	S EQUIP	EJECT
	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No	PLACARDED 1 Yes 2 No	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND				WAS HAZARDOUS MATERIAL SPILLED? 1 Yes 2 No	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE 1 Yes 2 No	DRIVER'S PHONE NO					

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
WAS INVESTIGATION MADE AT SCENE? 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/> IF NO, THEN WHERE?				IS INVESTIGATION COMPLETE? 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/> IF NO, THEN WHY?			
DATE OF REPORT 04/29/08				PHOTOS TAKEN 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/> IF YES, BY WHOM? 1 INVESTIGATING AGENCY <input checked="" type="checkbox"/> 2 OTHER			
INVESTIGATOR - RANK & SIGNATURE Sgt. McWhorter		ID/BADGE NUMBER 14	DEPARTMENT Deland P.D.	FHP <input type="checkbox"/> SO <input type="checkbox"/> PD <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>			

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action	<input type="checkbox"/>	01 No Defects	<input type="checkbox"/>	01 Straight Ahead	<input type="checkbox"/>	1 None	<input type="checkbox"/>
02 Careless Driving (Explain in Narrative)	<input type="checkbox"/>	02 Def Brakes	<input type="checkbox"/>	02 Slowing / Stopped / Stalled	<input type="checkbox"/>	2 Farm	<input type="checkbox"/>
03 Failed To Yield Right - of - Way	<input checked="" type="checkbox"/>	03 Worn / Smooth Tires	<input checked="" type="checkbox"/>	03 Making Left Turn	<input checked="" type="checkbox"/>	3 Police Pursuit	<input checked="" type="checkbox"/>
04 Improper Backing	<input checked="" type="checkbox"/>	04 Defective / Improper Lights	<input checked="" type="checkbox"/>	04 Backing	<input checked="" type="checkbox"/>	4 Recreational	<input checked="" type="checkbox"/>
05 Improper Lane Change	<input checked="" type="checkbox"/>	05 Puncture / Blowout	<input checked="" type="checkbox"/>	05 Making Right Turn	<input checked="" type="checkbox"/>	5 Emergency Operation	<input checked="" type="checkbox"/>
06 Improper Turn	<input checked="" type="checkbox"/>	06 Steering Mech.	<input checked="" type="checkbox"/>	06 Changing Lanes	<input checked="" type="checkbox"/>	6 Construction / Maintenance	<input checked="" type="checkbox"/>
07 Alcohol - Under Influence	<input checked="" type="checkbox"/>	07 Windshield Wipers	<input checked="" type="checkbox"/>	07 Entering / Leaving / Parking Space	<input checked="" type="checkbox"/>	SOURCE OF CARRIER INFORMATION	
08 Drugs - Under Influence	<input checked="" type="checkbox"/>	08 Equipment / Vehicle Defect	<input checked="" type="checkbox"/>	08 Properly Parked	<input checked="" type="checkbox"/>	1 Not Applicable	<input checked="" type="checkbox"/>
09 Alcohol & Drugs - Under Influence	<input checked="" type="checkbox"/>	77 All Other (Explain in Narrative)	<input checked="" type="checkbox"/>	09 Improperly Parked	<input checked="" type="checkbox"/>	2 Shipping Papers	<input checked="" type="checkbox"/>
10 Followed Too Closely	<input checked="" type="checkbox"/>			10 Making U-Turn	<input checked="" type="checkbox"/>	3 Vehicle Side	<input checked="" type="checkbox"/>
11 Disregarded Traffic Signal	<input checked="" type="checkbox"/>	POINT OF COLLISION		11 Passing	<input checked="" type="checkbox"/>	4 Driver	<input checked="" type="checkbox"/>
12 Exceeded Safe Speed Limit	<input checked="" type="checkbox"/>	01 On Road	<input checked="" type="checkbox"/>	12 Driverless or Runaway Vehicle	<input checked="" type="checkbox"/>	5 Other	<input checked="" type="checkbox"/>
13 Disregarded Stop Sign	<input checked="" type="checkbox"/>	02 Not On Road	<input checked="" type="checkbox"/>	13 All Other (Explain in Narrative)	<input checked="" type="checkbox"/>		
14 Failed To Maintain Equip / Vehicle	<input checked="" type="checkbox"/>	03 Shoulder	<input checked="" type="checkbox"/>	PEDESTRIAN ACTION			
15 Improper Passing	<input checked="" type="checkbox"/>	04 Median	<input checked="" type="checkbox"/>	01 Crossing Not at Intersection	<input checked="" type="checkbox"/>	07 Working in Road	<input checked="" type="checkbox"/>
16 Drove Left of Center	<input checked="" type="checkbox"/>	05 Turn Lane	<input checked="" type="checkbox"/>	02 Crossing at Mid-block Crosswalk	<input checked="" type="checkbox"/>	08 Standing/Playing In Road	<input checked="" type="checkbox"/>
17 Exceeded Stated Speed Limit	<input checked="" type="checkbox"/>	WORK AREA		03 Crossing at Intersection	<input checked="" type="checkbox"/>	09 Standing In Pedestrian Island	<input checked="" type="checkbox"/>
18 Obstructing Traffic	<input checked="" type="checkbox"/>	01 None	<input checked="" type="checkbox"/>	04 Walking Along Road With Traffic	<input checked="" type="checkbox"/>	77 All Other (Explain in Narrative)	<input checked="" type="checkbox"/>
		02 Nearby	<input checked="" type="checkbox"/>	05 Walking Along Road Against Traffic	<input checked="" type="checkbox"/>	88 Unknown	<input checked="" type="checkbox"/>
		03 Entered	<input checked="" type="checkbox"/>	06 Working on Vehicle In Road	<input checked="" type="checkbox"/>		

FIRST / SUBSEQUENT HARMFUL EVENT(S)			
01 Collision With MV in Transport (Rear End)	15 Collision With Animal	29 MV Ran Into Ditch/Culvert	<input type="checkbox"/>
02 Collision With MV in Transport (Head On)	16 MV Hit Sign / Sign Post	30 Ran Off Road Into Water	<input type="checkbox"/>
03 Collision With MV in Transport (Angle)	17 MV Hit Utility Pole / Light Pole	31 Overturned	<input checked="" type="checkbox"/>
04 Collision With MV in Transport (Left Turn)	18 MV Hit Guardrail	32 Occupant Fell From Vehicle	<input checked="" type="checkbox"/>
05 Collision With MV in Transport (Right Turn)	19 MV Hit Fence	33 Tractor/Trailer Jackknifed	<input checked="" type="checkbox"/>
06 Collision With MV in Transport (Sideswipe)	20 MV Hit Concrete Barrier Wall	34 Fire	<input checked="" type="checkbox"/>
07 Collision With MV in Transport (Backed Into)	21 MV Hit Bridge/Pier/Abutment/Rail	35 Explosion	<input checked="" type="checkbox"/>
08 Collision With Parked Car	22 MV Hit Tree / Shrubbery	36 Downhill Runaway	<input checked="" type="checkbox"/>
09 Collision With MV on Roadway	23 Collision With Construction Barricade Sign	37 Cargo Loss or Shift	<input checked="" type="checkbox"/>
10 Collision With Pedestrian	24 Collision With Traffic Gate	38 Separation of Units	<input checked="" type="checkbox"/>
11 Collision With Bicycle	25 Collision With Crash Attenuators	39 Median Crossover	<input checked="" type="checkbox"/>
12 Collision With Bicycle (Bike Lane)	26 Collision With Fixed Object Above Road	77 All Other (Explain in Narrative)	<input checked="" type="checkbox"/>
13 Collision With Moped	27 MV Hit Other Fixed Object		
14 Collision With Train	28 Collision With Moveable Object On Road		

(ADDITIONAL NARRATIVE)

AFTER COMPLETING MY INVESTIGATION, I HAVE DETERMINED THAT
 PED. #1 AND #2 VIOLATED 316.13D AND ARE AT FAULT IN THE
 CRASH.

REFER TO THE TRAFFIC HOMELEND INVESTIGATION FOR FURTHER
 DETAILS.

CASE CLOSED!

ADDITIONAL PASSENGERS												
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT LONG FORM

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time & Location	DATE OF CRASH 05/09/08		TIME OF CRASH 752 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM		TIME OFFICER NOTIFIED 752 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM		TIME OFFICER ARRIVED 755 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM		INVEST AGENCY REPORT NUMBER DL080003155		HSMV CRASH REPORT NUMBER 75509708		
	COUNTY / CITY CODE 08/36		FEET or MILE(S)		N S E W of Deland		CITY OR TOWN (Check if in City or Town)		COUNTY <input checked="" type="checkbox"/> Volusia				
	AT NODE NO 5220		FEET or MILE(S)		FROM NODE NO 10215		NEXT NODE NO		NO OF LANES 3		1 DIVIDED 2 UNDIVIDED ON STREET, ROAD OR HIGHWAY S. Boundary Ave.		
Vehicle 1	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A 3		YEAR 04		MAKE Chrysler		TYPE 01		USE 01		VEH LICENSE NUMBER J64HSV		
	STATE FL		VEHICLE IDENTIFICATION NUMBER IC3AN69L64X017666		18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREAS 1								
	TRAILER OR TOWED VEHICLE INFORMATION				TRAILER TYPE								
Vehicle 2	VEHICLE TRAVELLING N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> S. Boundary		ON AT		Est MPH 2		Posted Speed 30		EST VEHICLE DAMAGE *100.00		1 Disabling 2 Functional 3 No Damage 2		
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) State Farm		POLICY NUMBER 8272095592		VEHICLE REMOVED BY Driver		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 3						
	NAME OF VEHICLE OWNER (Check Box if Same As Driver) Richard Eppolito		CURRENT ADDRESS (Number and Street) 857 Sylvia Dr.		CITY AND STATE Deltona FL		ZIP CODE 32725						
Pedestrian	NAME OF OWNER (Trailer or Towed Vehicle) N/A		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE						
	NAME OF MOTOR CARRIER (Commercial Vehicle Only) N/A		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS						
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN Mariann Eppolito		CURRENT ADDRESS (Number and Street) 857 Sylvia Dr.		CITY, STATE & ZIP CODE Deltona FL 32725		DATE OF BIRTH 01-12-1947						
Vehicle 3	DRIVER LICENSE NUMBER E143-540-47512-0FL		STATE FL		DL TYPE 5		REQ END 3		ALCOHOL/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused		RESULTS 1 1 1 1 2 1 2 1		
	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No 2		PLACARDED 1 Yes 2 No 2		IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED? 1 Yes 2 No 2		RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE 1 Yes 2 No 2		DRIVER'S PHONE NO 386, 490-6164		
	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A 3		YEAR 04		MAKE Magna		TYPE 10		USE 01		VEH LICENSE NUMBER 00TD233134		
Vehicle 4	STATE FL		VEHICLE IDENTIFICATION NUMBER 00TD233134		18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREAS 2								
	TRAILER OR TOWED VEHICLE INFORMATION				TRAILER TYPE								
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) Same as rider		POLICY NUMBER 1		VEHICLE REMOVED BY D.P.D		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 4						
Pedestrian	NAME OF VEHICLE OWNER (Check Box if Same As Driver) N/A		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE						
	NAME OF MOTOR CARRIER (Commercial Vehicle Only) N/A		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS						
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN Matthew Brady		CURRENT ADDRESS (Number and Street) 141 N. Stone Apt #1		CITY, STATE & ZIP CODE Deland, FL 32720		DATE OF BIRTH 07-05-94						
Code Information	DRIVER LICENSE NUMBER N/A		STATE FL		DL TYPE N/A		REQ END N/A		ALCOHOL/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused		RESULTS 1 1 1 1 3 1 1		
	HAZARDOUS MATERIAL BEING TRANSPORTED 1 Yes 2 No 2		PLACARDED 1 Yes 2 No 2		IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED? 1 Yes 2 No 2		RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE 1 Yes 2 No 2		DRIVER'S PHONE NO 386, 848.9584		
	VEHICLE TYPE 01 Automobile 02 Van 03 Light Truck - P/U - 2 or 4 rear tires 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat) 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 All Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other		VEHICLE USE 01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire / Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other		TRAILER TYPE 01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other		RESIDENCE (Driver / Ped.) 1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign DL TYPE 1 A 2 B 3 C 1 White 2 Black 3 Hispanic 4 Other RACE 1 Male 2 Female REQUIRED ENDORSEMENTS 1 Yes 2 No 3 No Endorsement Required		PHYSICAL DEFECTS 1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect INJURY SEVERITY 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 30 Days) 6 Non-Traffic Fatality		ALCOHOL / DRUG USE 1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALCOHOL/DRUG Test Results SAFETY EQUIPMENT IN USE 1 Not In Use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deployed 6 Safety Helmet 7 Eye Protection		LOCATION IN VEHICLE 1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body Of Truck 8 Bus Passenger 9 Other EJECTED 1 No 2 Yes 3 Partial

Section 3

DRIVER ACTION	1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)
TRAILER OR TOWED VEHICLE INFORMATION				TRAILER TYPE					14 13 12 11 10 9
VEHICLE TRAVELLING	N S E W	ON	AT	Est MPH	Posted Speed	EST VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage	EST TRAILER DAMAGE	1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other
MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)					POLICY NUMBER	VEHICLE REMOVED BY			
NAME OF VEHICLE OWNER (Check Box If Same As Driver)		CURRENT ADDRESS (Number and Street)				CITY AND STATE		ZIP CODE	
NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)				CITY AND STATE		ZIP CODE	
NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)				CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS	
NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)				CITY, STATE & ZIP CODE		DATE OF BIRTH	
DRIVER LICENSE NUMBER		STATE	DL TYPE	REG END.	ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALC/DRUG	PHYS DEF	RES
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO	
1 Yes 2 No		1 Yes 2 No			1 Yes 2 No	1 Yes 2 No			

#1	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
#2	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action	1 2 3	01 No Defects	1 2 3	01 Straight Ahead	1 2 3	1 None	1 2 3
02 Careless Driving (Explain In Narrative)	03	02 Def Brakes	01 01	02 Slowing / Stopped / Stalled	05 01	2 Farm	1 1
03 Failed To Yield Right - of - Way		03 Worn / Smooth Tires		03 Making Left Turn		3 Police Pursuit	
04 Improper Backing		04 Defective / Improper Lights		04 Backing		4 Recreational	
05 Improper Lane Change		05 Puncture / Blowout		05 Making Right Turn		5 Emergency Operation	
06 Improper Turn		06 Steering Mech		06 Changing Lanes		6 Construction / Maintenance	
07 Alcohol - Under Influence		07 Windshield Wipers		07 Entering / Leaving / Parking Space		SOURCE OF CARRIER INFORMATION	
08 Drugs - Under Influence		08 Equipment / Vehicle Defect		08 Property Parked		1 Not Applicable	1 2 3
09 Alcohol & Drugs - Under Influence		77 All Other (Explain In Narrative)		09 Improperly Parked		2 Shipping Papers	
10 Followed Too Closely		POINT OF COLLISION		10 Making U-Turn		3 Vehicle Side	1 1
11 Disregarded Traffic Signal		01 On Road	1 2 3	PEDESTRIAN ACTION		4 Driver	
12 Exceeded Safe Speed Limit		02 Not On Road	01 01	01 Crossing Not at Intersection	07 Working In Road	5 Other	
13 Disregarded Stop Sign		03 Shoulder		02 Crossing at Mid-block Crosswalk	08 Standing/Playing In Road	LOCATION TYPE	
14 Failed To Maintain Equip / Vehicle		04 Median		03 Crossing at Intersection		1 Primarily Business	2
15 Improper Passing		05 Turn Lane		04 Walking Along Road With Traffic		2 Primarily Residential	
16 Drove Left of Center		WORK AREA		05 Walking Along Road Against Traffic	09 Standing In Pedestrian Island	3 Open Country	
17 Exceeded Stated Speed Limit		01 None	1 2 3	06 Working on Vehicle In Road	77 All Other (Explain In Narrative)		
18 Obstructing Traffic		02 Nearby	01 01	ROAD SYSTEM IDENTIFIER		LIGHTING CONDITION	
		03 Entered		01 Interstate	07 Forest Road	01 Daylight	01

FIRST / SUBSEQUENT HARMFUL EVENT(S)		ROAD SYSTEM IDENTIFIER		LIGHTING CONDITION	
01 Collision With MV in Transport (Rear End)	15 Collision With Animal	29 MV Ran Into Ditch/Culvert	01 Interstate	07 Forest Road	01 Daylight
02 Collision With MV in Transport (Head On)	16 MV Hit Sign / Sign Post	30 Ran Off Road Into Water	02 U S	08 Private Roadway	02 Dusk
03 Collision With MV in Transport (Angle)	17 MV Hit Utility Pole / Light Pole	31 Overturned	03 State	77 All Other (Explain In Narrative)	03 Dawn
04 Collision With MV in Transport (Left Turn)	18 MV Hit Guardrail	32 Occupant Fell From Vehicle	04 County		04 Dark (Street Light)
05 Collision With MV in Transport (Right Turn)	19 MV Hit Fence	33 Tractor/Trailer Jackknifed	05 Local		05 Dark (No Street Light)
06 Collision With MV in Transport (Sideswipe)	20 MV Hit Concrete Barrier Wall	34 Fire	06 Turnpike / Toll		88 Unknown
07 Collision With MV in Transport (Backed Into)	21 MV Hit Bridge/Pier/Abutment/Rail	35 Explosion	ROAD SURFACE CONDITION		WEATHER
08 Collision With Parked Car	22 MV Hit Tree / Shrubbery	36 Downhill Runaway	01 Dry	01 Clear	01 Slag/Gravel/Stone
09 Collision With MV on Roadway	23 Collision With Construction Barricade Sign	37 Cargo Loss or Shift	02 Wet	02 Cloudy	02 Blacktop
10 Collision With Pedestrian	24 Collision With Traffic Gate	38 Separation of Units	03 Slippery	03 Rain	03 Brick/Block
11 Collision With Bicycle	25 Collision With Crash Attenuators	39 Median Crossover	04 Icy	04 Fog	04 Concrete
12 Collision With Bicycle (Bike Lane)	26 Collision With Fixed Object Above Road	77 All Other (Explain In Narrative)	07 All Other (Explain In Narrative)	77 All Other (Explain In Narrative)	05 Dirt
13 Collision With Moped	27 MV Hit Other Fixed Object				77 All Other (Explain In Narrative)
14 Collision With Train	28 Collision With Moveable Object On Road				
ROAD CONDITIONS AT TIME OF CRASH		VISION OBSTRUCTED		TRAFFIC CONTROL	
01 No Defects	01 Vision Not Obscured	01 No Control	01 Not At Intersection / RR X-ing / Bridge	01 Straight - Level	
02 Obstruction With Warning	02 Inclement Weather	02 Special Speed Zone	02 At Intersection	02 Straight - Upgrade / Downgrade	01
03 Obstruction Without Warning	03 Parked / Stopped Vehicle	03 Speed Control Sign	03 Influenced By Intersection	03 Curve - Level	
04 Road Under Repair / Construction	04 Trees / Crops / Bushes	04 School Zone	04 Driveway Access	04 Curve - Upgrade / Downgrade	
05 Loose Surface Materials	05 Load On Vehicle	05 Traffic Signal	05 Railroad	05 Private Property	
06 Shoulders - Soft / Low / High	06 Building / Fixed Object	06 Stop Sign	06 Bridge	12 Toll Booth	
07 Holes / Ruts / Unsafe Paved Edge	07 Signs / Billboards	07 Yield Sign	07 Entrance Ramp	13 Public Bus Stop Zone	
08 Standing Water	08 Fog	08 Flashing Light	08 Exit Ramp	77 All Other (Explain In Narrative)	
09 Worn / Polished Road Surface	09 Smoke	09 Railroad Signal	09 Parking Lot - Public	77 All Other (Explain In Narrative)	
77 All Other (Explain In Narrative)	10 Glare	10 Officer / Guard / Flagperson	10 Parking Lot - Private	77 All Other (Explain In Narrative)	
VIOLATOR(S)		TYPE SHOULDER		TRAFFICWAY CHARACTER	
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER	
1	Mariann Eppolito	316.130(15)	Failure to yield to Pedestrian	8604-ESK	
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER	
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER	
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER	

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	DATE OF CRASH 05/09/08	COUNTY / CITY CODE 08/36	INVEST AGENCY REPORT NUMBER D1080003155	HSMV CRASH REPORT NUMBER 75509708
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(NARRATIVE)

V1 STOPPED AT THE STOP SIGN AT THE INTERSECTION OF S. BOUNDARY AND W. NEW YORK. AS V1 PROCEEDED TO TURN RIGHT ON W. NEW YORK V2 WAS CROSSING THE INTERSECTION GOING WESTBOUND ON THE SIDEWALK ON THE SOUTHERN SIDE OF ROADWAY ON STATE RD 44. W1 OBSERVED THE COLLISION, WHEN V1 HIT V2, CAUSING THE RIDER TO FALL OFF HIS BICYCLE.

V1 WAS CITED FOR FAILURE TO YIELD ON PEDESTRIAN-BICYCLIST FROM SIDEWALK STATUE 316.30(15).

V2 WAS TRANSPORTED TO FL HOSP. DELAND BY EVAC, PARENT WAS NOTIFIED AT THE HOSPITAL. RIDER V2, SUSTAINED MINOR INJURY TO ANKLE.

RIDER OF V2 WAS TURNED OVER TO PARENT, CHERYL GARRETT.

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP.	EJECT

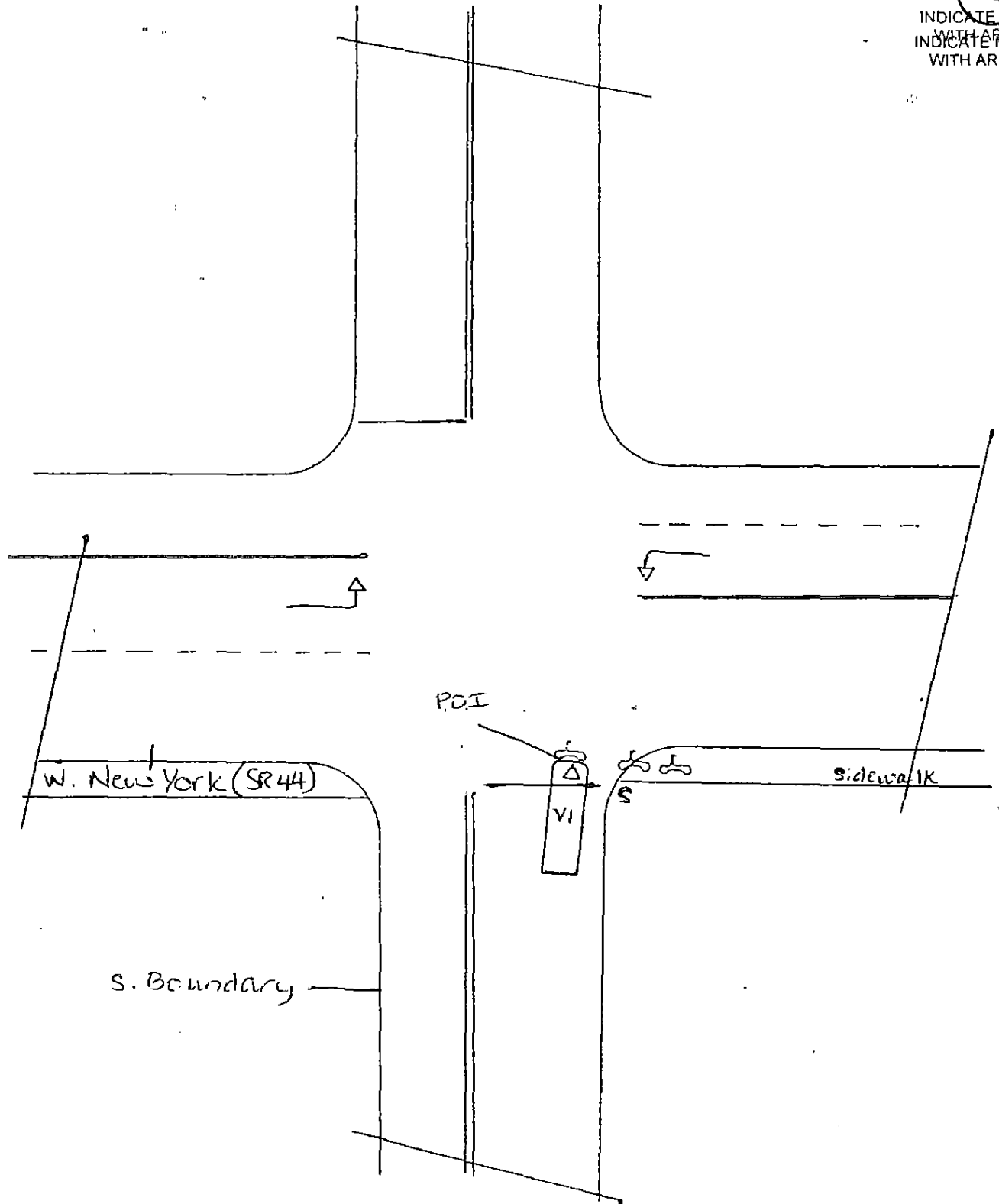
Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1) AMANDA MORRIS	CURRENT ADDRESS 126 CARLTON AVE DELAND, FL	CITY & STATE 32720	ZIP CODE 32720	WITNESS NAME (2) EVAC	CURRENT ADDRESS FL HOSP DELAND	CITY & STATE FL	ZIP CODE
FIRST AID GIVEN BY - NAME 	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer 4 Certified 1st Aider 5 Other	INJURED TAKEN TO 2 FL HOSP DELAND	BY NAME EVAC	DATE OF REPORT 05/09/08	PHOTOS TAKEN 1 YES 2 NO	IF YES BY WHOM? 1 INVESTIGATING AGENCY 2 OTHER	
WAS INVESTIGATION MADE AT SCENE? 1 YES 2 NO	IF NO, THEN WHERE? 1	IS INVESTIGATION COMPLETE? 1 YES 2 NO	IF NO, THEN WHY? 1	INVESTIGATOR - RANK & SIGNATURE Reggie White	ID/BADGE NUMBER 5K26	DEPARTMENT DELAND PD	FHP SO PD OTHER

DIAGRAM
DIAGRAM



INDICATE NORTH
WITH ARROW
INDICATE NORTH
WITH ARROW



* Not drawn to scale

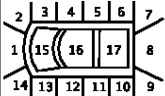
**FLORIDA TRAFFIC CRASH REPORT
LONG FORM**MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

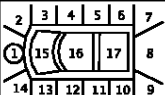
TIME & LOCATION

Date of Crash 03-OCT-08	Time of Crash 08:02 AM	Time Officer Notified 08:05 AM	Time Officer Arrived 08:14 AM	Invest. Agency Report Number FHPD08OFF092746	HSMV Crash Report Number 76910265
County Code/ 08	City Code 00	Feet or Mile(s) 1	Direction of W	City or Town DELAND	(check if in City or Town) <input type="checkbox"/> County Volusia
At Node No. or 2	Feet or Mile(s) 2	From Node No. 2	Next Node No. 2	No. of Lanes 2	1. Divided 2. Undivided S SPRING GARDEN AVE
At The Intersection Of (street, road or highway) HELEN DRIVE			Feet or Mile(s) 2	Direction W	From Intersection Of (street, road or highway) S SPRING GARDEN AVE

SECTION 1 Pedestrian ☒ Vehicle ☐

Driver Action 1. Phantom <input type="checkbox"/> 2. Hit and Run 3. N/A	Year 2001	Make TOYT	Type 03	Use 01	Veh. License Number H619TM	State FL	Vehicle Identification Number JT3GN87R910219192			18. Undercarriage 19. Overturn 20. Windshield 21. Trailer					
Trailer Or Towed Vehicle Information		Trailer Type													
Vehicle Traveling N		on S SPRING GARDEN AVE		At 15	Est. MPH 15	Posted Speed 15	Est. Vehicle Damage \$50	1. Disabling 2. Functional 3. No Damage 2	Est. Trailer Damage \$0	Show first point of vehicle damage and circle damaged areas <input type="checkbox"/>					
Motor Vehicle Insurance Company (Liability or PIP) FIRST FLORIDIAN AUTO INS				Policy Number 9789811871011		Vehicle Removed By: DRIVER		1. Tow Rotation List 2. Tow Owner's Request		3. Driver 4. Other <input checked="" type="checkbox"/>					
Name of Vehicle Owner (Check Box If Same As Driver) <input checked="" type="checkbox"/>				Current Address (Number and Street) CARIDAD S JEMISON 1350 DEERFOOT RD				City and State DELAND FL		Zip Code 32720					
Name of Owner (Trailer or Towed Vehicle)				Current Address (Number and Street)				City and State		Zip Code					
Name of Motor Carrier (Commercial vehicle only)				Current Address (Number and Street)				City, State and Zip Code		US DOT or ICC MC Identification Numbers					
Name of Driver (Taken from Driver license)/ Pedestrian MATTHEW K KEENEY				Current Address (Number and Street) 1120 GAREN CIR				City, State and Zip Code DELAND FL 32724		Date Of Birth 06-DEC-94					
Driver License Number J525117447060		State FL	DL Type 5	Req. End 3	AIC/Drug Test Type 1 Blood 3 Urine 5 None 2 Breath 4 Refused 5		Results .	Alc/Drug 1	Phys. Def 1	Res. 1	Race 4	Sex 2	Inj. 1	S. Equip. 2 5	Eject. 1
Hazardous Materials Being Transported <input checked="" type="checkbox"/> 1 yes 2 No		Placarded <input checked="" type="checkbox"/> 1 yes 2 No		If Yes, Indicate Name or 4 Digit Number From diamond Box on Placard, and 1 Digit Number From Bottom of Diamond		Was Hazardous Material Spilled? <input checked="" type="checkbox"/> 1 yes 2 No		Recommend Driver Re-exam, if Yes Explain In Narrative <input checked="" type="checkbox"/> 1 yes 2 No		Driver's Phone No.					

SECTION 2 Pedestrian ☐ Vehicle ☒

Driver Action 1. Phantom <input checked="" type="checkbox"/> 2. Hit and Run 3. N/A	Year 2001	Make TOYT	Type 03	Use 01	Veh. License Number H619TM	State FL	Vehicle Identification Number JT3GN87R910219192			18. Undercarriage 19. Overturn 20. Windshield 21. Trailer					
Trailer Or Towed Vehicle Information		Trailer Type													
Vehicle Traveling N		on S SPRING GARDEN AVE		At 15	Est. MPH 15	Posted Speed 15	Est. Vehicle Damage \$50	1. Disabling 2. Functional 3. No Damage 2	Est. Trailer Damage \$0	Show first point of vehicle damage and circle damaged areas <input checked="" type="checkbox"/>					
Motor Vehicle Insurance Company (Liability or PIP) FIRST FLORIDIAN AUTO INS				Policy Number 9789811871011		Vehicle Removed By: DRIVER		1. Tow Rotation List 2. Tow Owner's Request		3. Driver 4. Other <input checked="" type="checkbox"/>					
Name of Vehicle Owner (Check Box If Same As Driver) <input checked="" type="checkbox"/>				Current Address (Number and Street) CARIDAD S JEMISON 1350 DEERFOOT RD				City and State DELAND FL		Zip Code 32720					
Name of Owner (Trailer or Towed Vehicle)				Current Address (Number and Street)				City and State		Zip Code					
Name of Motor Carrier (Commercial vehicle only)				Current Address (Number and Street)				City, State and Zip Code		US DOT or ICC MC Identification Numbers					
Name of Driver (Taken from Driver license)/ Pedestrian CARIDAD S JEMISON				Current Address (Number and Street) 1350 DEERFOOT RD				City, State and Zip Code DELAND FL 32720		Date Of Birth 06-JUN-44					
Driver License Number J525117447060		State FL	DL Type 5	Req. End 3	AIC/Drug Test Type 1 Blood 3 Urine 5 None 2 Breath 4 Refused 5		Results .	Alc/Drug 1	Phys. Def 1	Res. 1	Race 4	Sex 2	Inj. 1	S. Equip. 2 5	Eject. 1
Hazardous Materials Being Transported <input checked="" type="checkbox"/> 1 yes 2 No		Placarded <input checked="" type="checkbox"/> 1 yes 2 No		If Yes, Indicate Name or 4 Digit Number From diamond Box on Placard, and 1 Digit Number From Bottom of Diamond		Was Hazardous Material Spilled? <input checked="" type="checkbox"/> 1 yes 2 No		Recommend Driver Re-exam, if Yes Explain In Narrative <input checked="" type="checkbox"/> 1 yes 2 No		Driver's Phone No.					

CODE INFORMATION

Vehicle Type	Vehicle Use	Trailer Type	Residence (driver/Ped.)	Physical Defects	Alcohol/Drug Use	Location In Vehicle
01 Automobile 02 Van 03 Light Truck/P.U. - 2 or 4 rear tires Automobile 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat) (RV) 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 All Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other	01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount/Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other	1 County Of Crash 2 Elsewhere In State 3 Non-Resident Out Of State 4 Foreign 5 Unknown DL Type 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper. - Rest. 7 None Required Endorsements 1 Yes 2 No 3 No endorsement Required	1 No Defects Known 2 Eyesight Defect 3 Fatigue/Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect Injury Severity 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (within 30 days) 6 Non-Traffic Fatality	1 Not Drinking or using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALC/DRUG Test Results Safety Equipment In Use 1 Not in use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air bag - Not Deployed 6 Safety Helmet 7 Eye Protection	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body Of Truck 8 Bus Passenger 9 Other Ejected 1 No 2 Yes 3 Partial

SECTION		Pedestrian <input type="checkbox"/> Vehicle <input type="checkbox"/>												
Driver Action	1. Phantom <input type="checkbox"/> 2. Hit and Run 3. N/A	Year	Make	Type	Use	Veh. License Number	State	Vehicle Identification Number						
Trailer Or Towed Vehicle Information				Trailer Type										
Vehicle Traveling		on	At	Est. MPH	Posted Speed	Est. Vehicle Damage	1. Disabling <input type="checkbox"/> 2. Functional <input type="checkbox"/> 3. No Damage	Est. Trailer Damage	Show first point of vehicle damage and circle damaged areas <input type="checkbox"/>					
Motor Vehicle Insurance Company (Liability or PIP)						Policy Number	Vehicle Removed By:		1. Tow Rotation List 2. Tow Owner's Request	3. Driver <input type="checkbox"/> 4. Other				
Name of Vehicle Owner (Check Box If Same As Driver) <input type="checkbox"/>				Current Address (Number and Street)			City and State		Zip Code					
Name of Owner (Trailer or Towed Vehicle)				Current Address (Number and Street)			City and State		Zip Code					
Name of Motor Carrier (Commercial vehicle only)				Current Address (Number and Street)			City, State and Zip Code		US DOT or ICC MC Identification Numbers					
Name of Driver (Taken from Driver license)/ Pedestrian				Current Address (Number and Street)			City, State and Zip Code		Date Of Birth					
Driver License Number	State	DL Type	Req. End	AIC/Drug Test Type 1 Blood 3 Urine 5 None 2 Breath 4 Refused		Results	Alc/Drug	Phys. Def	Res.	Race	Sex	Inj.	S. Equip. <input type="checkbox"/>	Eject. <input type="checkbox"/>
Hazardous Materials Being Transported <input type="checkbox"/>		Placarded <input type="checkbox"/>	If Yes, Indicate Name or 4 Digit Number From diamond Box on Placard, and 1 Digit Number From Bottom of Diamond			Was Hazardous Material Spilled? <input type="checkbox"/>	Recommend Driver Re-exam, if Yes Explain In Narrative <input type="checkbox"/>		Driver's Phone No.					
#	Property Damaged - Other Than Vehicles			Est. Amount	Owner's Name		Address		City	State	Zip			
#	Property Damaged - Other Than Vehicles			Est. Amount	Owner's Name		Address		City	State	Zip			

Contributing Causes - Driver/Pedestrian				Vehicle Defect				Vehicle Movement				Vehicle Special Functions			
01 No Improper Driving/Action 02 Careless Driving (Explain in Narrative) 03 Failure to Yield Right-Of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol - Under Influence 08 Drugs - Under Influence 09 Alcohol & Drugs - Under Influence 10 Followed Too Closely 11 Discarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Discarded Stop Sign 14 Failed To Maintain Equip./ Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic				01 No Defects 02 Def. Brakes 03 Worn/ Smooth Tires 04 Defective/ Improper Lights 05 Puncture/Blowout 06 Steering Mech. 07 Windshield Wipers 08 Equipment/Vehicle Defect 09 All Other (Explain In Narrative)				01 Straight Ahead 02 Slowing/ Stopping/ Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering/Leaving/ Parking Space 08 Properly Parked 09 Improperly Parked 10 Making U-Turn 11 Passing				1 None 2 Farm 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction/Maintenance Source Of Carrier Information 1 Not Applicable 2 Shipping Papers 3 Vehicle Side 4 Driver 5 Other			
19 Improper Load 20 Disregarded other Traffic Control 21 Driving Wrong Side/Way 22 Fleeing Police 23 Vehicle Modified 24 Driver Distraction (Explain In Narrative) 27 All Other (Explain In Narrative)				Point Of Collision 01 On Road 02 Not On Road 03 Shoulder 04 Median 05 Turn Lane				Pedestrian Action 01 Crossing Not At Intersection 02 Crossing At Mid-block Crosswalk 03 Crossing At Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road 07 Working in Road 08 Standing/Playing in Road 09 Standing in Pedestrian Island 77 All Other (Explain in Narrative) 88 Unknown				Location Type 1 Primarily Business 2 Primarily Residential 3 Open Country			

First/Subsequent Harmful Event (s)				Road System Identifier				Lighting Condition											
01 Collision With MV in Transport (Rear End) 02 Collision With MV in Transport (Head On) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Sideswipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision With MV on Roadway 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train				15 Collision With Animal 16 MV Hit Sign / Sign Post 17 MV Hit Utility Pole / Light Pole 18 MV Hit Guardrail 19 MV Hit Fence 20 MV Hit Concrete Barrier Wall 21 MV Hit Bridge/Pier/Abutment/Rail 22 MV Hit Tree / Shrubby 23 Collision With Construction Barricade Sign 24 Collision With Traffic Gate 25 Collision With Crash Attenuators 26 Collision With Fixed Object Above Road 27 MV Hit Other Fixed Object				28 Collision With Moveable Object on Road 29 MV Ran Into Ditch/Culvert 30 Ran Off Road Into Water 31 Overturned 32 Occupant Fell From Vehicle 33 Tractor/Trailer Jackknifed 34 Fire 35 Explosion 36 Downhill Runaway 37 Cargo Loss or Shift 38 Separation of Units 39 Median Crossover 77 All Other (Explain in Narrative)				01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike / Toll 07 Forest Road 08 Private Roadway 77 All other (Explain In Narrative)				01 Daylight 02 Dusk 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 88 Unknown			
Road Conditions At Time Of Crash				Weather				Road Surface Type											
01 No Defects 02 Obstruction With Warning 03 Obstruction Without Warning 04 Road under Repair/ Construction 05 Loose Surface Materials 06 Shoulders - Soft/Low/High 07 Holes/Ruts/Unsafe Paved Edge 08 Standing Water 09 Worn/Polished Road Surface 77 All other (Explain In Narrative)				01 Dry 02 Wet 03 Slippery 04 Icy 77 All other (Explain in Narrative)				01 Clear 02 Cloudy 03 Rain 04 Fog 77 All other (Explain in Narrative)				01 Slag/Gravel/Stone 02 Blacktop 03 Brick/Block 04 Concrete 05 Dirt 77 All Other (Explain in Narrative)							

Road Conditions At Time Of Crash		Vision Obstructed		Traffic Control		Site Location		Trafficway Character	
01 No Defects 02 Obstruction With Warning 03 Obstruction Without Warning 04 Road under Repair/ Construction 05 Loose Surface Materials 06 Shoulders - Soft/Low/High 07 Holes/Ruts/Unsafe Paved Edge 08 Standing Water 09 Worn/Polished Road Surface 77 All other (Explain In Narrative)		01 Vision Not Obstructed 02 Inclement Weather 03 Parked/ Stopped Vehicle 04 Trees/Crops/Bushes 05 Load On Vehicle 06 Building/Fixed Object 07 Signs/Billboards 08 Fog 09 Smoke 10 Glare 77 All other (Explain In Narrative)		01 No Control 02 Special Speed Zone 03 Speed Control Sign 04 School Zone 05 Traffic Signal 06 Stop Sign 07 Yield Sign 08 Flashing Light 09 Railroad Signal 10 Officer/Guard/Flagperson 11 Posted No U-Turn		01 Not At Intersection/RR X-ing/Bridge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad 06 Bridge 07 Entrance Ramp 08 Exit Ramp 09 Parking Lot - Public		01 Straight - Level 02 Straight - Upgrade/Downgrade 03 Curve - Level 04 Curve - Upgrade/Downgrade Type Shoulder 01 Paved 02 Unpaved 03 Curb	

Section #	Name Of Violator	FL Statute Number	Charge	Citation Number
Section #	Name Of Violator	FL Statute Number	Charge	Citation Number
Section #	Name Of Violator	FL Statute Number	Charge	Citation Number
Section #	Name Of Violator	FL Statute Number	Charge	Citation Number

FLORIDA TRAFFIC CRASH REPORT

NARRATIVE/DIAGRAM

MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time EMS Notified (Fatalities Only) :	Time EMS Arrived (Fatalities Only) :	Date Of Crash 03-OCT-08	County/ 08	City Code 00	Invest. Agency Report Number FHPD08OFF092746	HSMV Crash Report Number 76910265
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(Narrative)

PEDESTRIAN 1 WAS RIDING A BICYCLE EASTBOUND ON THE SIDEWALK OF HELEN DRIVE APPROACHING THE INTERSECTION WITH S SPRING GARDEN AVENUE. VEHICLE 2 WAS TRAVELING NORTHBOUND ON S SPRING GARDEN AVENUE APPROACHING THE INTERSECTION WITH HELEN DRIVE. PEDESTRIAN 1 FAILED TO YIELD THE RIGHT OF WAY OF VEHICLE 2 AND ENTERED THE CROSSWALK ON S SPRING GARDEN AVENUE RIDING A BICYCLE. THE FRONT OF VEHICLE2 STRUCK THE RIGHT SIDE OF THE BICYCLE OF PEDESTRIAN 1. THE PEDESTRIAN, BICYCLE AND VEHICLE 2 WAS MOVED FROM THE ROADWAY PRIOR TO MY ARRIVAL.

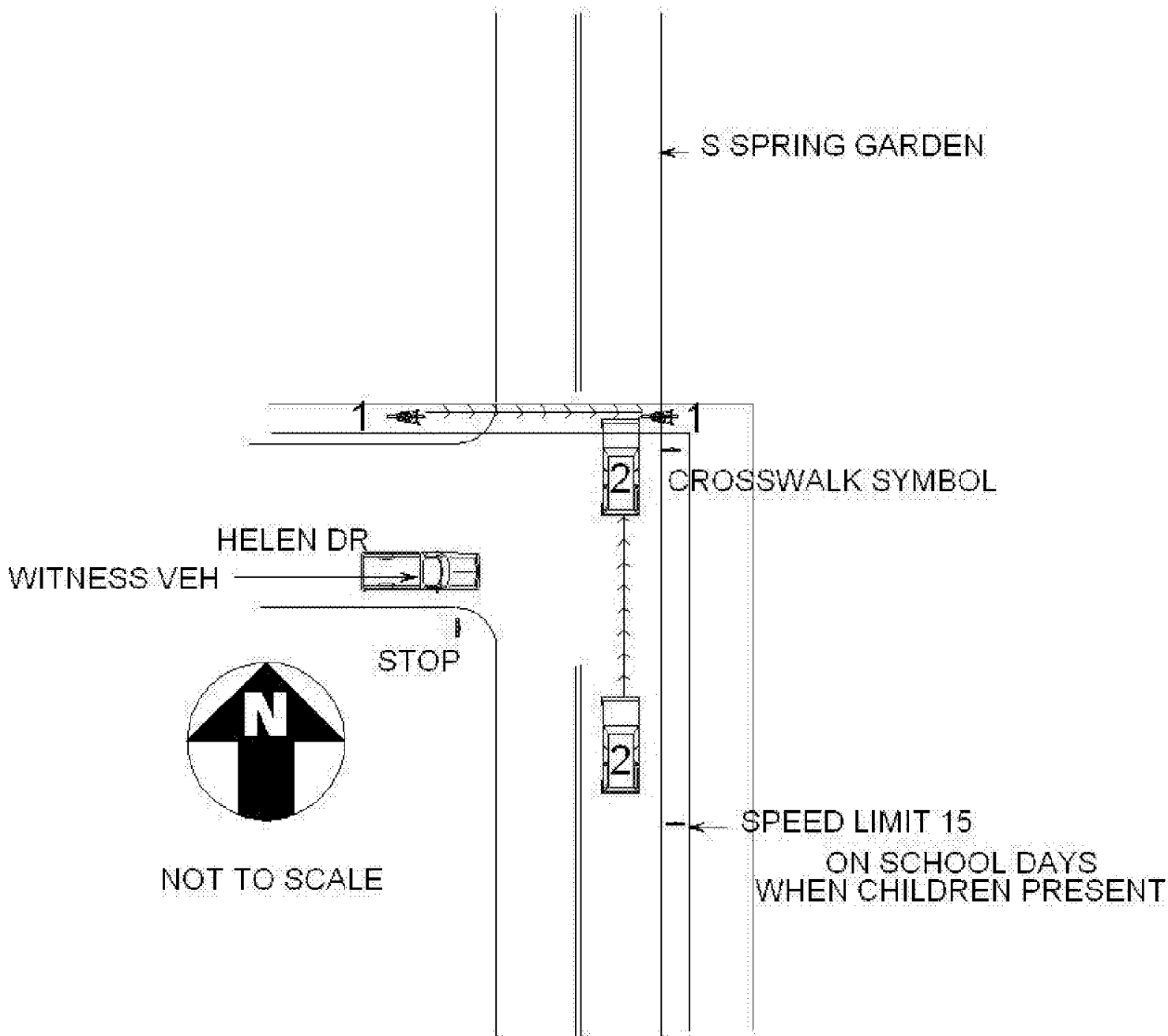
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject

Violator(s)

Section #	Name Of Violator	FL Statute Number	Charge	Citation Number
Section #	Name Of Violator	FL Statute Number	Charge	Citation Number

Witness Name PAUL SNODGRASS	Current Address 840 N FLORIDA AVE	City & State DELAND FL	Zip Code 32720
Witness Name	Current Address	City & State	Zip Code

First Aid Given By - Name VOLUSIA CO FIRE RESCUE	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer	4 Certified 1st Aider <input checked="" type="checkbox"/> 2 5 Other	Injured Taken To: FL HOSP DELAND	By - Name EVAC
Was Investigation Made At Scene? 1 Yes <input checked="" type="checkbox"/> 2 No	If No, Then Where?	Is Investigation Complete? 1 Yes <input checked="" type="checkbox"/> 2 No	If No, Then Why?	Date of Report 03-OCT-08
Investigator - Rank & Signature TPR. H.E. SCHWEINSBERG	ID/Badge Number 2259	Department FHPD	Photos Taken? 1 Yes <input checked="" type="checkbox"/> 2 No	If Yes, By Whom? 1 Invest. Agency 2 Other
			FHP <input checked="" type="checkbox"/> SO <input type="checkbox"/> CPD <input type="checkbox"/> Other <input type="checkbox"/>	



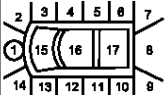
**FLORIDA TRAFFIC CRASH REPORT
LONG FORM**MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

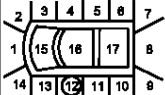
TIME & LOCATION

Date of Crash 03/Nov/2009	Time of Crash 07: 38 AM	Time Officer Notified 07: 39 AM	Time Officer Arrived 08: 04 AM	Invest. Agency Report Number FHPD09OFF098062	HSMV Crash Report Number 77683326	
County Code/ 08	City Code 00	Feet or 	Mile(s) 0.25	Direction of W	City or Town DELAND (check if in City or Town) <input type="checkbox"/>	County Volusia
At Node No. or 	Feet or 	Mile(s) 	From Node No. 	Next Node No. 	No. of Lanes 2	1. Divided 2. Undivided W EUCLID AVE
At The Intersection Of (street, road or highway) or 			Feet or 10	Mile(s) 	Direction E	From Intersection Of (street, road or highway) SR 15A

SECTION 1 Pedestrian ☐ Vehicle ☒

Driver Action 1. Phantom <input checked="" type="checkbox"/> 2. Hit and Run 3. N/A	Year 2003	Make JEEP	Type 01	Use 01	Veh. License Number X956RL	State FL	Vehicle Identification Number 1J4FA29123P319694		18. Undercarriage 19. Overturn 20. Windshield 21. Trailer						
Trailer Or Towed Vehicle Information 		Trailer Type 													
Vehicle Traveling W		on W EUCLID AVE		At 	Est. MPH 10	Posted Speed 35	Est. Vehicle Damage \$0	1. Disabling <input checked="" type="checkbox"/> 2. Functional 3. No Damage	Est. Trailer Damage 	Show first point of vehicle damage and circle damaged areas 1					
Motor Vehicle Insurance Company (Liability or PIP) ALLSTATE PROP AND CASU					Policy Number 9618645851217		Vehicle Removed By: DRIVER		1. Tow Rotation List 2. Tow Owner's Request	3. Driver <input checked="" type="checkbox"/> 4. Other					
Name of Vehicle Owner (Check Box If Same As Driver) ROBERT J LANE <input type="checkbox"/>					Current Address (Number and Street) 612 S MONTGOMERY AVE			City and State DELAND FL		Zip Code 32720					
Name of Owner (Trailer or Towed Vehicle) 					Current Address (Number and Street) 			City and State 		Zip Code 					
Name of Motor Carrier (Commercial vehicle only) 					Current Address (Number and Street) 			City, State and Zip Code 		US DOT or ICC MC Identification Numbers 					
Name of Driver (Taken from Driver license)/ Pedestrian ROBERT J LANE					Current Address (Number and Street) 612 S MONTGOMERY AVE			City, State and Zip Code DELAND FL 32720		Date Of Birth 01/Feb/1981					
Driver License Number L500770810410		State FL	DL Type 5	Req. End 3	AIC/Drug Test Type 1 Blood 3 Urine 5 None 2 Breath 4 Refused		Results 5	Alc/Drug 1	Phys. Def 1	Res. 1	Race 1	Sex 1	Inj. 1	S. Equip. 2 5	Eject. 1
Hazardous Materials Being Transported 1 yes 2 No <input checked="" type="checkbox"/>	Placarded 1 yes 2 No <input checked="" type="checkbox"/>	If Yes, Indicate Name or 4 Digit Number From diamond Box on Placard, and 1 Digit Number From Bottom of Diamond 			Was Hazardous Material Spilled? 1 yes 2 No <input checked="" type="checkbox"/>		Recommend Driver Re-exam, if Yes Explain In Narrative 1 yes 2 No <input checked="" type="checkbox"/>		Driver's Phone No. 						

SECTION 2 Pedestrian ☐ Vehicle ☒

Driver Action 1. Phantom <input checked="" type="checkbox"/> 2. Hit and Run 3. N/A	Year 	Make HARO	Type 10	Use 01	Veh. License Number UK	State FL	Vehicle Identification Number PSW260056		18. Undercarriage 19. Overturn 20. Windshield 21. Trailer						
Trailer Or Towed Vehicle Information 		Trailer Type 													
Vehicle Traveling S		on SR 15A SIDEWALK		At 	Est. MPH 5	Posted Speed UK	Est. Vehicle Damage \$50	1. Disabling <input checked="" type="checkbox"/> 2. Functional 3. No Damage	Est. Trailer Damage 	Show first point of vehicle damage and circle damaged areas 12					
Motor Vehicle Insurance Company (Liability or PIP) EXEMPT					Policy Number UK		Vehicle Removed By: DRIVER		1. Tow Rotation List 2. Tow Owner's Request	3. Driver <input checked="" type="checkbox"/> 4. Other					
Name of Vehicle Owner (Check Box If Same As Driver) CHASE PREWEIN <input checked="" type="checkbox"/>					Current Address (Number and Street) 415 W CHURCH ST			City and State DELAND FL		Zip Code 32720					
Name of Owner (Trailer or Towed Vehicle) 					Current Address (Number and Street) 			City and State 		Zip Code 					
Name of Motor Carrier (Commercial vehicle only) 					Current Address (Number and Street) 			City, State and Zip Code 		US DOT or ICC MC Identification Numbers 					
Name of Driver (Taken from Driver license)/ Pedestrian CHASE PREWEIN					Current Address (Number and Street) 415 W CHURCH ST			City, State and Zip Code DELAND FL 32720		Date Of Birth 29/Nov/1996					
Driver License Number 		State FL	DL Type 7	Req. End 3	AIC/Drug Test Type 1 Blood 3 Urine 5 None 2 Breath 4 Refused		Results 5	Alc/Drug 1	Phys. Def 1	Res. 1	Race 1	Sex 1	Inj. 3	S. Equip. 1 	Eject. 1
Hazardous Materials Being Transported 1 yes 2 No <input checked="" type="checkbox"/>	Placarded 1 yes 2 No <input checked="" type="checkbox"/>	If Yes, Indicate Name or 4 Digit Number From diamond Box on Placard, and 1 Digit Number From Bottom of Diamond 			Was Hazardous Material Spilled? 1 yes 2 No <input checked="" type="checkbox"/>		Recommend Driver Re-exam, if Yes Explain In Narrative 1 yes 2 No <input checked="" type="checkbox"/>		Driver's Phone No. 						

CODE INFORMATION

Vehicle Type	Vehicle Use	Trailer Type	Residence (driver/Ped.)	Physical Defects	Alcohol/Drug Use	Location In Vehicle
01 Automobile 02 Van 03 Light Truck/P.U.-2 or 4 rear tires Automobile 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat) Tail 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 All Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other	01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount/Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other	1 County Of Crash 2 Elsewhere In State 3 Non-Resident Out Of State 4 Foreign 5 Unknown DL Type 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper.-Rest. 7 None Required Endorsements 1 Yes 2 No 3 No endorsement Required Race 1 White 2 Black 3 Hispanic 4 Other Sex 1 Male 2 Female	1 No Defects Known 2 Eyesight Defect 3 Fatigue/Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect Injury Severity 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (within 30 days) 6 Non-Traffic Fatality	1 Not Drinking or using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALC/DRUG Test Results Safety Equipment In Use 1 Not in use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air bag - Not Deployed 6 Safety Helmet 7 Eye Protection	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body Of Truck 8 Bus Passenger 9 Other Ejected 1 No 2 Yes 3 Partial

SECTION Pedestrian <input type="checkbox"/> Vehicle <input type="checkbox"/>															
Driver Action	1. Phantom <input type="checkbox"/> 2. Hit and Run 3. N/A	Year	Make	Type	Use	Veh. License Number	State	Vehicle Identification Number							
Trailer Or Towed Vehicle Information			Trailer Type												
Vehicle Traveling		on	At	Est. MPH	Posted Speed	Est. Vehicle Damage	1. Disabling <input type="checkbox"/> 2. Functional <input type="checkbox"/> 3. No Damage		Est. Trailer Damage		Show first point of vehicle damage and circle damaged areas <input type="checkbox"/>				
Motor Vehicle Insurance Company (Liability or PIP)						Policy Number		Vehicle Removed By:		1. Tow Rotation List 2. Tow Owner's Request		3. Driver <input type="checkbox"/> 4. Other			
Name of Vehicle Owner (Check Box If Same As Driver) <input type="checkbox"/>				Current Address (Number and Street)				City and State				Zip Code			
Name of Owner (Trailer or Towed Vehicle)				Current Address (Number and Street)				City and State				Zip Code			
Name of Motor Carrier (Commercial vehicle only)				Current Address (Number and Street)				City, State and Zip Code				US DOT or ICC MC Identification Numbers			
Name of Driver (Taken from Driver license)/ Pedestrian				Current Address (Number and Street)				City, State and Zip Code				Date Of Birth			
Driver License Number		State	DL Type	Req. End	AIC/Drug Test Type <input type="checkbox"/> 1 Blood 3 Urine 5 None 2 Breath 4 Refused		Results	Alc/Drug	Phys. Def	Res.	Race	Sex	Inj.	S. Equip. <input type="checkbox"/>	Eject. <input type="checkbox"/>
Hazardous Materials Being Transported <input type="checkbox"/>		Placarded <input type="checkbox"/>		If Yes, Indicate Name or 4 Digit Number From diamond Box on Placard, and 1 Digit Number From Bottom of Diamond			Was Hazardous Material Spilled? <input type="checkbox"/>		Recommend Driver Re-exam, if Yes Explain In Narrative <input type="checkbox"/>		Driver's Phone No.				
#	Property Damaged - Other Than Vehicles		Est. Amount		Owner's Name		Address		City		State		Zip		
#	Property Damaged - Other Than Vehicles		Est. Amount		Owner's Name		Address		City		State		Zip		

Contributing Causes - Driver/Pedestrian										Vehicle Defect										Vehicle Movement										Vehicle Special Functions																			
01 No Improper Driving/Action 02 Careless Driving (Explain in Narrative) 03 Failure to Yield Right-Of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol - Under Influence 08 Drugs - Under Influence 09 Alcohol & Drugs - Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed To Maintain Equip./ Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic										19 Improper Load 20 Disregarded other Traffic Control 21 Driving Wrong Side/Way 22 Fleeting Police 23 Vehicle Modified 24 Driver Distraction (Explain In Narrative) 27 All Other (Explain In Narrative)										01 No Defects 02 Def. Brakes 03 Warn/ Smooth Tires 04 Defective/ Improper Lights 05 Puncture/Blowout 06 Steering Mech. 07 Windshield Wipers 08 Equipment/Vehicle Defect 77 All Other (Explain In Narrative)										01 Straight Ahead 02 Slowing/ Stopping/ Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering/Leaving/ Parking Space 08 Properly Parked 09 Improperly Parked 10 Making U-Turn 11 Passing										1 None 2 Farm 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction/Maintenance Source Of Carner Information 1 Not Applicable 2 Shipping Papers 3 Vehicle Side 4 Driver 5 Other									
01 On Road 02 Not On Road 03 Shoulder										04 Median 05 Turn Lane										12 Driverless or Runaway Vehicle 77 All Other (Explain In Narrative)										01 Crossing Not At Intersection 02 Crossing At Mid-block Crosswalk 03 Crossing At Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road										07 Working in Road 08 Standing/Playing in Road 09 Standing in Pedestrian Island 77 All Other (Explain In Narrative) 88 Unknown									
Point Of Collision										Work Area										Pedestrian Action										Location Type																			
01 On Road 02 Not On Road 03 Shoulder										01 None 02 Nearby 03 Entered										01 Crossing Not At Intersection 02 Crossing At Mid-block Crosswalk 03 Crossing At Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road										07 Working in Road 08 Standing/Playing in Road 09 Standing in Pedestrian Island 77 All Other (Explain In Narrative) 88 Unknown																			

First/Subsequent Harmful Event (s)										Road System Identifier										Lighting Condition																													
01 Collision With MV in Transport (Rear End) 02 Collision With MV in Transport (Head On) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Sideswipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision with MV on Roadway 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train										15 Collision With Animal 16 MV Hit Sign / Sign Post 17 MV Hit Utility Pole / Light Pole 18 MV Hit Guardrail 19 MV Hit Fence 20 MV Hit Concrete Barrier Wall 21 MV Hit Bridge/Pier/Abutment/Rail 22 MV Hit Tree / Shrubby 23 Collision With Construction Barricade Sign 24 Collision With Traffic Gate 25 Collision With Crash Attenuators 26 Collision With Fixed Object Above Road 27 MV Hit Other Fixed Object										28 Collision With Moveable Object on Road 29 MV Ran Into Ditch/Culvert 30 Ran Off Road Into Water 31 Overturned 32 Occupant Fell From Vehicle 33 Tractor/Trailer Jackknifed 34 Fire 35 Explosion 36 Downhill Runaway 37 Cargo Loss or Shift 38 Separation of Units 39 Median Crossover 77 All Other (Explain In Narrative)										01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike / Toll										07 Forest Road 08 Private Roadway 77 All other (Explain In Narrative)									
Road Conditions At Time Of Crash										Vision Obstructed										Traffic Control										Site Location										Trafficway Character									
01 No Defects 02 Obstruction With Warning 03 Obstruction Without Warning 04 Road under Repair/ Construction 05 Loose Surface Materials 06 Shoulders - Soft/Low/High 07 Holes/Ruts/Unsafe Paved Edge 08 Standing Water 09 Worn/Polished Road Surface 77 All other (Explain In Narrative)										01 Vision Not Obstructed 02 Indement Weather 03 Parked/ Stopped Vehicle 04 Trees/Crops/Bushes 05 Load On Vehicle 06 Building/Fixed Object 07 Signs/Billboards 08 Fog 09 Smoke 10 Glare 77 All other (Explain In Narrative)										01 No Control 02 Special Speed Zone 03 Speed Control Sign 04 School Zone 05 Traffic Signal 06 Stop Sign 07 Yield Sign 08 Flashing Light 09 Railroad Signal 10 Officer/Guard/Flagperson 11 Posted No U-Turn										01 Not At Intersection/RR X-ing/Bridge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad 06 Bridge 07 Entrance Ramp 08 Exit Ramp 09 Parking Lot - Public										10 Parking Lot - Private 11 Private Property 12 Toll Booth 13 Public Bus Stop Zone 77 All Other (Explain In Narrative)									
01 Straight - Level 02 Straight - Upgrade/Downgrade 03 Curve - Level 04 Curve - Upgrade/Downgrade Type Shoulder										01 Paved 02 Unpaved 03 Curb																																							

Section # 1	Name Of Violator ROBERT J LANE	FL Statute Number 316.027.1a	Charge CRASH-LEAVING SCENE-INJ	Citation Number 9326-STL
Section # 1	Name Of Violator ROBERT J LANE	FL Statute Number 316.065.1	Charge CRASH-FAIL TO IMMEDIATELY REPORT ACC	Citation Number 9325-STL
Section # 1	Name Of Violator ROBERT J LANE	FL Statute Number 316.123.2a	Charge FAILED TO YIELD RIGHT OF WAY	Citation Number 9324-STL
Section # 1	Name Of Violator ROBERT J LANE	FL Statute Number 322.26.4	Charge USE OF MOTOR VEHICLE IN COMMISSION OF FELONY	Citation Number 9327-STL

FLORIDA TRAFFIC CRASH REPORT

NARRATIVE/DIAGRAM

MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time EMS Notified (Fatalities Only) :	Time EMS Arrived (Fatalities Only) :	Date Of Crash 03/Nov/2009	County/ 08	City Code 00	Invest. Agency Report Number FHPD09OFF098062	HSMV Crash Report Number 77683326
--	---	-------------------------------------	----------------------	------------------------	--	---

(Narrative)

V1 WAS STOPPED AT A RED LIGHT ON WESTBOUND W. EUCLID AVE, AT THE INTERSECTION WITH SR 15A. V2 WAS TRAVELING SOUTH ON THE SIDE WALK ON THE EAST SHOULDER OF SR 15A, APPROACHING W. EUCLID AVE. THE DRIVER OF V2 STATED HE WAITED FOR THE GREEN SIGNAL ON THE CROSSWALK, THEN ATTEMPTED TO CROSS OVER W. EUCLID AVE. THE DRIVER OF V1 ATTEMPTED TO TURN RIGHT ON A RED LIGHT. THE FRONT LEFT OF V1 STRUCK THE LEFT SIDE OF V2. V1 CONTINUED NORTH ON SR 15A WITHOUT RENDERING AID TO THE DRIVER OF V2, OR EXCHANGING INFORMATION AS REQUIRED BY LAW.

Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip.	Eject

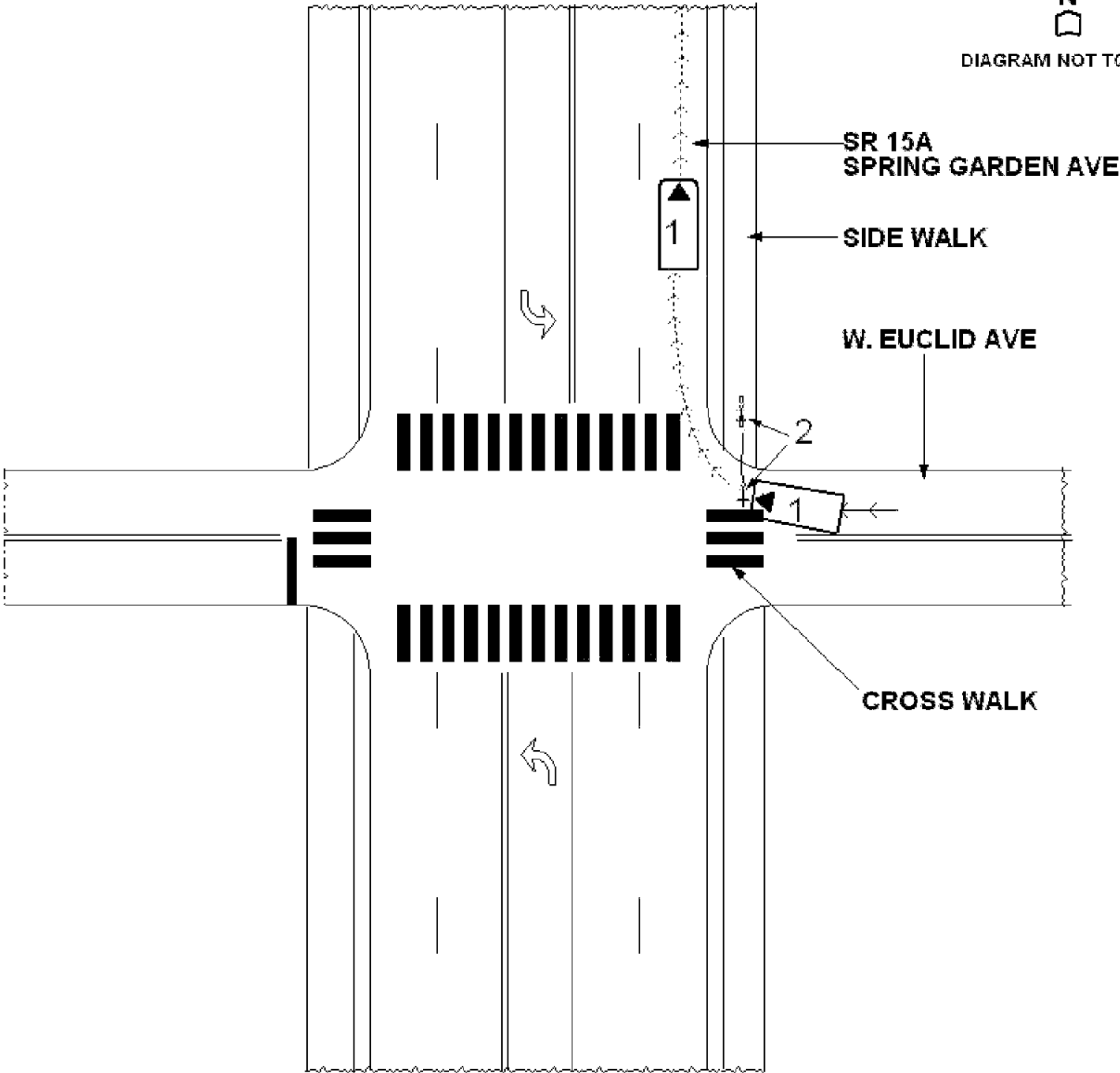
Violator(s)

Section #	Name Of Violator	FL Statute Number	Charge	Citation Number
Section #	Name Of Violator	FL Statute Number	Charge	Citation Number

Witness Name MARIA AVILLANEDA		Current Address 509 S DEXTER AVE		City & State DELAND FL		Zip Code 32720	
Witness Name LEON SPOSA		Current Address 221 N ADELLE AVE		City & State DELAND FL		Zip Code 32720	
First Aid Given By - Name VOLUSIA COUNTY FIRE		1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer		4 Certified 1st Aider <input checked="" type="checkbox"/> 2 5 Other		Injured Taken To: CENTRAL FLORIDA REGIONAL	
				By - Name MARISSA PREWEIN			
Was Investigation Made At Scene? 1 Yes <input checked="" type="checkbox"/> 2 No		If No, Then Where?		Is Investigation Complete? 1 Yes <input checked="" type="checkbox"/> 2 No		If No, Then Why?	
Date of Report 03/Nov/2009		Photos Taken? 1 Yes <input checked="" type="checkbox"/> 2 No		If Yes, By Whom? 1 Invest. Agency 2 Other			
Investigator - Rank & Signature TPR JASON C BROOKS		ID/Badge Number 2442		Department FHPD		FHP <input checked="" type="checkbox"/> SO <input type="checkbox"/> CPD <input type="checkbox"/> Other <input type="checkbox"/>	



DIAGRAM NOT TO SCALE



Appendix B

Letters to Principal and Crossing Guard
Supervisor and Completed Principal
And
Crossing Guard Supervisor
Questionnaires



VOLUSIA COUNTY
TRANSPORTATION PLANNING ORGANIZATION

RECEIVED
SEP 22 2010

PRINCIPAL
QUESTIONNAIRE

TO: Southwestern Middle School
Principal Ms. Mamle Oatis
605 West New Hampshire Ave.
DeLand, FL 32720

FROM: Stephan Harris
Volusia County Transportation Planning Organization (VCTPO)
2570 W. International Speedway Blvd, Suite 120
Daytona Beach, FL 32114-8145

RE: MEETING DATE (TBD)
SCHOOL WALK ZONE SAFETY ANALYSIS

The Volusia County Transportation Planning Organization (VCTPO) is conducting assessments aimed at improving the safety conditions for students who bicycle or walk to and from school. Southwestern Middle School has been chosen as one of the schools to be studied during this study phase. The following questionnaire will aid us in this effort. Your participation is key to the success of this analysis and is greatly appreciated.

You will be meeting with our traffic engineering consultants who will be conducting this study, Lassiter Transportation Group. Each staff member responsible for conducting the on-site analysis has gone through the appropriate back-ground check. Should you have any questions, please do not hesitate to contact them directly. Mr. Sans Lassiter or Ms. Crystal Mercedes PH: (386) 257-2571 or by E-mail: rlassiter@lassitertransportation.com or cmercedes@lassitertransportation.com.

-
1. Number of students currently enrolled: 643
- Comments: _____
2. Number of students (or approximate percentage) who walk/bicycle to/from school: approximately 2-5%
- Comments: Majority of the bike riders-15A approximately 1% New Hampshire Ave.
3. Are you aware of any facility (sidewalk, crosswalk, etc.) maintenance issues? If yes, please explain.
- Yes, no sidewalks on the east side of New Hampshire Ave. Students cross in the middle
of the street before and after school. Administrators direct traffic every afternoon.
4. Are you aware of any parents who stop and/or park along the walk zone route to drop-off/pick-up their students to avoid the regular school pick-up lines? If yes, does this cause a safety issue with the students who walk/bicycle?
- Yes. No Parking Signs are posted in various locations-side streets. Parents continue
to ignore warnings- parents park in neighbors yards, side streets and walk zone.
Safety messages have been placed in the newsletter, send home via Connect Ed, posted on
Website and discussed during Parent Meetings. Parents continue to ignore warnings.



5. Are you aware of any safety hazards or issues along the school's walk zone?

Overgrown brushes, trees block visibility along Adelle Ave./West New Hampshire.

Students (walkers) are now standing on the corner of Adelle Ave. (waiting to be picked up by parents). Students also crossing in the middle of the street along 15A. Crossing guards are a big help. Administrators also try to help.

6. Please list all known crash incidents within the walk zone. Did any of the crashes cause an issue for walkers/bikers? If yes, please explain. 2008-2009 & 2009-2010-two students (separate incidents) were hit by a car. along 15A-both were bike riders. No crash incidents have been reported.

7. What is your biggest concern relative to the conditions faced by the students who walk/bicycle to/from school?

Parents parking across the street/along side streets... no sidewalks in designated areas

8. What changes/improvements would you like to see relative to the conditions faced by the students who walk/bicycle to/from school?

COMMENTS:

Appendix C

2009 Florida Statue Excerpts

The 2009 Florida Statutes

[Title XLVIII](#)

K-20 EDUCATION CODE

[Chapter 1006](#)

SUPPORT FOR LEARNING

[View Entire Chapter](#)

(1) DEFINITION.--As used in this section, "student" means any public elementary school student whose grade level does not exceed grade 6.

(2) TRANSPORTATION; CORRECTION OF HAZARDS.--

(a) It is intended that district school boards and other governmental entities work cooperatively to identify conditions that are hazardous along student walking routes to school and that district school boards provide transportation to students who would be subjected to such conditions. It is further intended that state or local governmental entities having jurisdiction correct such hazardous conditions within a reasonable period of time.

(b) Upon a determination pursuant to this section that a condition is hazardous to students, the district school board shall request a determination from the state or local governmental entity having jurisdiction regarding whether the hazard will be corrected and, if so, regarding a projected completion date. State funds shall be allocated for the transportation of students subjected to such hazards, provided that such funding shall cease upon correction of the hazard or upon the projected completion date, whichever occurs first.

(3) IDENTIFICATION OF HAZARDOUS CONDITIONS.--When a request for review is made to the district school superintendent or the district school superintendent's designee concerning a condition perceived to be hazardous to students in that district who live within the 2-mile limit and who walk to school, such condition shall be inspected by a representative of the school district and a representative of the state or local governmental entity that has jurisdiction over the perceived hazardous location. The district school superintendent or his or her designee and the state or local governmental entity or its representative shall then make a final determination that is mutually agreed upon regarding whether the hazardous condition meets the state criteria pursuant to this section. The district school superintendent or his or her designee shall report this final determination to the department.

(4) STATE CRITERIA FOR DETERMINING HAZARDOUS WALKING CONDITIONS.--

(a) *Walkways parallel to the road.*--

1. It shall be considered a hazardous walking condition with respect to any road along which students must walk in order to walk to and from school if there is not an area at least 4 feet wide adjacent to the road, having a surface upon which students may walk without being required to walk on the road surface. In addition, whenever the road along which students must walk is uncurbed and has a posted speed limit of 55 miles per hour, the area as described above for students to walk upon shall be set off the road by no less than 3 feet from the edge of the road.

2. The provisions of subparagraph 1. do not apply when the road along which students must walk:

a. Is in a residential area which has little or no transient traffic;

- b. Is a road on which the volume of traffic is less than 180 vehicles per hour, per direction, during the time students walk to and from school; or
- c. Is located in a residential area and has a posted speed limit of 30 miles per hour or less.

(b) *Walkways perpendicular to the road.*--It shall be considered a hazardous walking condition with respect to any road across which students must walk in order to walk to and from school:

1. If the traffic volume on the road exceeds the rate of 360 vehicles per hour, per direction (including all lanes), during the time students walk to and from school and if the crossing site is uncontrolled. For purposes of this subsection, an "uncontrolled crossing site" is an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, or stop sign or other traffic control signal is present during the times students walk to and from school.
2. If the total traffic volume on the road exceeds 4,000 vehicles per hour through an intersection or other crossing site controlled by a stop sign or other traffic control signal, unless crossing guards or other traffic enforcement officers are also present during the times students walk to and from school.

Traffic volume shall be determined by the most current traffic engineering study conducted by a state or local governmental agency.

History.--s. 297, ch. 2002-387.

Title XXIII

Chapter 316

[View Entire Chapter](#)

MOTOR VEHICLES STATE UNIFORM TRAFFIC CONTROL

316.75 School crossing guards.--The Department of Transportation shall adopt uniform guidelines for the training of school crossing guards. Each local governmental entity administering a school crossing guard program shall provide a training program for school crossing guards according to the uniform guidelines. Successful completion of the training program shall be required of each school guard except:

- (1) A person who received equivalent training during employment as a law enforcement officer.
- (2) A person who receives less than \$5,000 in annual compensation in a county with a population of less than 75,000.
- (3) A student who serves in a school patrol.

School crossing guard training programs may be made available to nonpublic schools upon contract.

History.--s. 2, ch. 92-194; s. 42, ch. 97-190.

Note.--Former s. 234.302.

Title XXIII**Chapter 316****[View Entire Chapter](#)****MOTOR VEHICLES STATE UNIFORM TRAFFIC CONTROL****316.2065 Bicycle regulations.--**

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, and except as to provisions of this chapter which by their nature can have no application.

(2) A person operating a bicycle may not ride other than upon or astride a permanent and regular seat attached thereto.

(3)(a) A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his or her person in a backpack or sling.

(b) Except as provided in paragraph (a), a bicycle rider must carry any passenger who is a child under 4 years of age, or who weighs 40 pounds or less, in a seat or carrier that is designed to carry a child of that age or size and that secures and protects the child from the moving parts of the bicycle.

(c) A bicycle rider may not allow a passenger to remain in a child seat or carrier on a bicycle when the rider is not in immediate control of the bicycle.

(d) A bicycle rider or passenger who is under 16 years of age must wear a bicycle helmet that is properly fitted and is fastened securely upon the passenger's head by a strap, and that meets the standards of the American National Standards Institute (ANSI Z 90.4 Bicycle Helmet Standards), the standards of the Snell Memorial Foundation (1984 Standard for Protective Headgear for Use in Bicycling), or any other nationally recognized standards for bicycle helmets adopted by the department. As used in this subsection, the term "passenger" includes a child who is riding in a trailer or semitrailer attached to a bicycle.

(e) Law enforcement officers and school crossing guards may issue a bicycle safety brochure and a verbal warning to a bicycle rider or passenger who violates this subsection. A bicycle rider or passenger who violates this subsection may be issued a citation by a law enforcement officer and assessed a fine for a pedestrian violation, as provided in s. 318.18. The court shall dismiss the charge against a bicycle rider or passenger for a first violation of paragraph (d) upon proof of purchase of a bicycle helmet that complies with this subsection.

(4) No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle may attach the same or himself or herself to any vehicle upon a roadway. This subsection does not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer is commercially available and has been designed for such attachment.

(5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid any condition, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, or substandard-width lane, that makes it unsafe to continue along the right-hand curb or edge. For the purposes of this subsection, a "substandard-width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.

(b) Any person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

(6) Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.

(7) Any person operating a bicycle shall keep at least one hand upon the handlebars.

(8) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a lamp and reflector on the rear each exhibiting a red light visible from a distance of 600 feet to the rear. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section.

(9) No parent of any minor child and no guardian of any minor ward may authorize or knowingly permit any such minor child or ward to violate any of the provisions of this section.

(10) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

(11) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(12) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, may go upon any roadway except while crossing a street on a crosswalk; and, when so crossing, such person shall be granted all rights and shall be subject to all of the duties applicable to pedestrians.

(13) This section shall not apply upon any street while set aside as a play street authorized herein or as designated by state, county, or municipal authority.

(14) Every bicycle shall be equipped with a brake or brakes which will enable its rider to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

(15) A person engaged in the business of selling bicycles at retail shall not sell any bicycle unless the bicycle has an identifying number permanently stamped or cast on its frame.

(16)(a) A person may not knowingly rent or lease any bicycle to be ridden by a child who is under the age of 16 years unless:

1. The child possesses a bicycle helmet; or

2. The lessor provides a bicycle helmet for the child to wear.

(b) A violation of this subsection is a nonmoving violation, punishable as provided in s. 318.18.

(17) The court may waive, reduce, or suspend payment of any fine imposed under subsection (3) or subsection (16) and may impose any other conditions on the waiver, reduction, or suspension. If the court finds that a person does not have sufficient funds to pay the fine, the court may require the performance of a specified number of hours of community service or attendance at a safety seminar.

(18) Notwithstanding s. 318.21, all proceeds collected pursuant to s. 318.18 for violations under paragraphs (3)(e) and (16)(b) shall be deposited into the State Transportation Trust Fund.

(19) The failure of a person to wear a bicycle helmet or the failure of a parent or guardian to prevent a child from riding a bicycle without a bicycle helmet may not be considered evidence of negligence or contributory negligence.

(20) Except as otherwise provided in this section, a violation of this section is a noncriminal traffic infraction, punishable as a pedestrian violation as provided in chapter 318. A law enforcement officer may issue traffic citations for a violation of subsection (3) or subsection (16) only if the violation occurs on a bicycle path or road, as defined in s. 334.03. However, they may not issue citations to persons on private property, except any part thereof which is open to the use of the public for purposes of vehicular traffic.

History.--s. 1, ch. 71-135; s. 1, ch. 76-31; s. 2, ch. 76-286; s. 1, ch. 78-353; s. 8, ch. 83-68; s. 5, ch. 85-309; s. 1, ch. 86-23; s. 7, ch. 87-161; s. 21, ch. 94-306; s. 899, ch. 95-148; s. 1, ch. 96-185; s. 2, ch. 97-300; s. 161, ch. 99-248.

Note.--Former s. 316.111.

Appendix D

Americans with Disabilities Accessibility Guidelines Excerpts

4.7 Curb Ramps.

4.7.1 Location. Curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.

4.7.2 Slope. Slopes of curb ramps shall comply with [4.8.2](#). The slope shall be measured as shown in [Fig. 11](#). Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20.

4.7.3 Width. The minimum width of a curb ramp shall be 36 in (915 mm), exclusive of flared sides.

4.7.4 Surface. Surfaces of curb ramps shall comply with [4.5](#).

4.7.5 Sides of Curb Ramps. If a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides; the maximum slope of the flare shall be 1:10 (see [Fig. 12\(a\)](#)). Curb ramps with returned curbs may be used where pedestrians would not normally walk across the ramp (see [Fig. 12\(b\)](#)).

4.7.6 Built-up Curb Ramps. Built-up curb ramps shall be located so that they do not project into vehicular traffic lanes (see [Fig. 13](#)).

4.7.7 Detectable Warnings. A curb ramp shall have a detectable warning complying with [4.29.2](#). The detectable warning shall extend the full width and depth of the curb ramp.

4.7.8 Obstructions. Curb ramps shall be located or protected to prevent their obstruction by parked vehicles.

4.7.9 Location at Marked Crossings. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides (see [Fig. 15](#)).

4.7.10 Diagonal Curb Ramps. If diagonal (or corner type) curb ramps have returned curbs or other well-defined edges, such edges shall be parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have 48 in (1220 mm) minimum clear space as shown in [Fig. 15\(c\)](#) and [\(d\)](#). If diagonal curb ramps are provided at marked crossings, the 48 in (1220 mm) clear space shall be within the markings (see [Fig. 15\(c\)](#) and [\(d\)](#)). If diagonal curb ramps have flared sides, they shall also have at least a 24 in (610 mm) long segment of straight curb located on each side of the curb ramp and within the marked crossing (see [Fig. 15\(c\)](#)).

4.7.11 Islands. Any raised islands in crossings shall be cut through level with the street or have curb ramps at both sides and a level area at least 48 in (1220 mm) long between the curb ramps in the part of the island intersected by the crossings (see [Fig. 15\(a\)](#) and [\(b\)](#)).

4.8 Ramps.

4.8.1* General. Any part of an accessible route with a slope greater than 1:20 shall be considered a ramp and shall comply with 4.8. [Appendix Note](#)

4.8.2* Slope and Rise. The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 in (760 mm) (see [Fig. 16](#)). Curb ramps and ramps to be constructed on existing sites or in existing buildings or facilities may have slopes and rises as allowed in [4.1.6\(3\)\(a\)](#) if space limitations prohibit the use of a 1:12 slope or less. [Appendix Note](#)

4.8.3 Clear Width. The minimum clear width of a ramp shall be 36 in (915 mm).

4.8.4* Landings. Ramps shall have level landings at bottom and top of each ramp and each ramp run. Landings shall have the following features:

(1) The landing shall be at least as wide as the ramp run leading to it.

(2) The landing length shall be a minimum of 60 in (1525 mm) clear.

(3) If ramps change direction at landings, the minimum landing size shall be 60 in by 60 in (1525 mm by 1525 mm).

(4) If a doorway is located at a landing, then the area in front of the doorway shall comply with [4.13.6](#). [Appendix Note](#)

4.8.5* Handrails. If a ramp run has a rise greater than 6 in (150 mm) or a horizontal projection greater than 72 in (1830 mm), then it shall have handrails on both sides. Handrails are not required on curb ramps or adjacent to seating in assembly areas. Handrails shall comply with [4.26](#) and shall have the following features:

(1) Handrails shall be provided along both sides of ramp segments. The inside handrail on switchback or dogleg ramps shall always be continuous.

(2) If handrails are not continuous, they shall extend at least 12 in (305 mm) beyond the top and bottom of the ramp segment and shall be parallel with the floor or ground surface (see [Fig. 17](#)).

(3) The clear space between the handrail and the wall shall be 1 - 1/2 in (38 mm).

(4) Gripping surfaces shall be continuous.

(5) Top of handrail gripping surfaces shall be mounted between 34 in and 38 in (865 mm and 965 mm) above ramp surfaces.

(6) Ends of handrails shall be either rounded or returned smoothly to floor, wall, or post.

(7) Handrails shall not rotate within their fittings. [Appendix Note](#)

4.8.6 Cross Slope and Surfaces. The cross slope of ramp surfaces shall be no greater than 1:50. Ramp surfaces shall comply with [4.5](#).

Appendix E

Data Collection – On-Site

On-Site Observations: VCMPO Bike/Pedestrian Safety Study

Name of School: Southwestern Middle
Principal: Mamie Ostin
Location: Deland, Florida

Job #: 3706-09
Date of Site Visit: 11/19/2010

☒ Observe Entry and Exit Pedestrians and Bicyclists

☒ Observe Traffic Patterns and the Impact to Bicycle Riders and Pedestrians

Photos of Study Area (Note Any Adverse Conditions)

☒ Entrance of School 1 main

☒ Entry Locations 1 main; 1 bus loop; 1 visitor + admin building

☒ Exit Locations 1 bus loop; 1 parent loop

☒ Obstacles None noted

☒ Use of Bicycles
Number of Bicycles 25

☒ Check for Helmet Compliance

Helmets: _____

Without Helmets: No helmets seen

☒ Sidewalk Conditions (Take Pictures where Applicable)

☐ Transit Stops/Routes N/A

☒ Traffic Flashing Signals

☒ School Related Signage

☒ School Related Flashing Signals

☒ Traffic Signals

☒ Pedestrian Signals

☒ Drainage Ditches/Bridges/Retention Ponds

☐ Conservation and Park Lands N/A

☐

Trails N/A

☐

Check for Opportunities to Make Improvements and Photograph

Description of Obstacles:

☐

Curb Ramp at All Crosswalk to Sidewalk

Existent ✓

Non-existent

☒

Observance of Illegal Drop-offs Many all along N-Hampshire @ sidestreets

☒

Observance of Illegal Right of Way Parking

Yes ✓

No

Notes: CG location noted to be very busy; many students crossed by Guards.

Principal Comment:
